

Application Number	Date of Appln	Committee Date	Ward
122644/FO/2019	8th Feb 2019	30th May 2019	Deansgate Ward

Proposal Erection of 16 storey building plus plant level comprising a hotel (Use Class C1) with ancillary ground floor bar and restaurant uses (Use Classes A3, A4) with associated works to facilitate access, servicing and other associated works following demolition of existing building on-site.

Location 60 Charles Street, Manchester, M1 7DF

Applicant CEPF II Charles Street Manchester Developments Limited, 33 Cavendish Square , London, W1G 0PW,

Agent John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M60 2AT

Description of site

The site measures 0.11 hectares and is bounded by York Street, Charles Street, Mallard Street and the railway viaduct. The topography of the site drops from the south west to the north east. A 4 storey, brick building occupies the eastern part of the site which has a Martial Art Centre in part of the basement and the Manchester Business Centre on the upper floors. The top floor is a steel-framed mansard roof which replaced the original roof. The remainder of the site is occupied by a 40 space surface level car park site which is partially dissected by Mouncey Street.





Figure 1 – An aerial view looking north over the Subject Site, shaded/outlined red. (Google Earth)

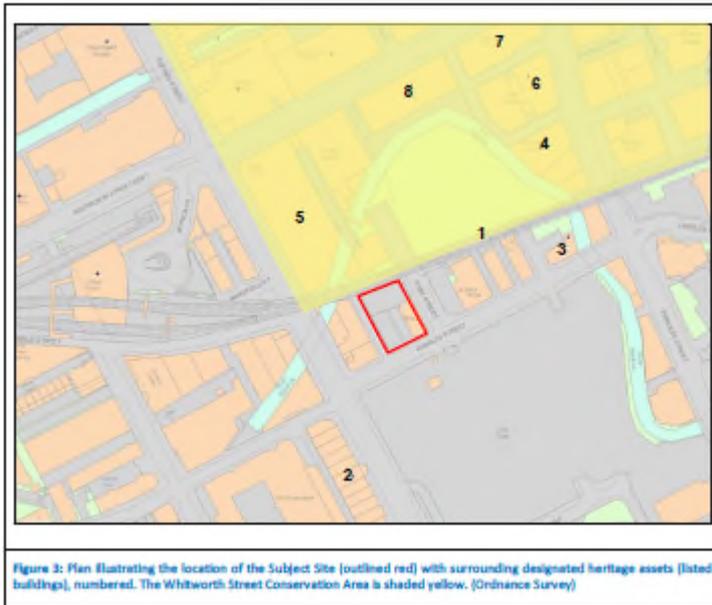
To the east is Oxford Place, a 7 storey building that has been converted to apartments. Beyond this is the 11 Storey Holiday Inn. The Principle Hotel is to the north and a surface car park to the west adjacent to Bracken House which contains apartments above a nursery. There is an MOT, testing and repair centre, DC Motors, at the junction of York Street and the Viaduct.



A considerable amount of development is being constructed at Circle Square to the south including: 14 and 18 storey office buildings (ref no 111025); part 17 part 37 storey residential building (ref no 111026); and an 18 Storey serviced apartment building (ref no 114863)



A 32 storey building comprising 603 student apartments is being built on New Wakefield Street (ref no. 119380/FO/2018). Uses around the site are diverse and include office, hotel, residential, retail, student accommodation and surface level car parking.



The following listed buildings are part of the setting of the site:

1. Manchester South Junction and Altrincham Railway (MSJAR): Grade II ;
2. Dancehouse Theatre: Grade II
3. Lass O’Gowrie: Grade II;
4. Manchester House: Grade II;
5. Former Refuge Assurance Company Offices (Principal Hotel): Grade II*;
6. Asia House: Grade II*;
7. Lancaster House: Grade II*; and
8. 8) India House, Grade II* (see above for locations)

The site is adjacent to the southern boundary of the Whitworth Street Conservation Area which is bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. The site forms part of the setting of this Conservation Area.

It is understood that the buildings on the cleared part of the site were demolished about 10 years ago.



60 Charles Street is constructed of red engineering brick with simple moulded brick banding and sill courses. There are five projecting brick panels on each floor of the east and west elevations. A simple, round-headed entrance is at the splayed corner of Charles Street and Mouncey Street. The building has regular spaced period casement windows with painted stone lintels and sills. There are original toilets, which have small windows on the east elevation toward the rear of the building and the north elevation is blind. The building could be classified as a non-designated heritage asset because of its age and local historic and architectural interest. However it is considered that it would be unlikely to meet the criteria for local listing.



A key characteristic of the area is its dense urban environment, created by large individual buildings, which occupy island sites. This is particularly evident in the Whitworth Street/ Princess Street Conservation Area where there are large-scale, monumental Victorian and Edwardian warehouses, mainly along Whitworth Street and Princess Street. These have a high architectural and group value, give a strong sense of place and dominate the immediate area.

The area to the south has changed substantially since the 1960s, with large scale demolition allowing the development of the BBC and large-scale University buildings. It contains large, late 20th Century buildings which again occupy large island sites which has changed the street pattern. Charles Street forms the boundary between these areas that have very different characters.

The Site is close to Oxford Road and Piccadilly Stations, with tram stops at Piccadilly and St Peter's Square. Many bus services use Oxford Road. There is a significant amount of transport infrastructure nearby including the Railway Viaduct, the elevated section of the Mancunian Way, Upper Brook Street and Oxford Road corridor.

The nearest homes are at Oxford Place and Bracken House and some bedrooms in the Principle Hotel overlook the site. Some apartments within India House, Asia House and Lancaster House have views onto the site across a car park.

The majority of the site is located within Flood Zone 2, with a medium probability of flooding from the River Medlock of between 1 in 100 and 1 in 1,000 years. The north

east corner of the site is in Flood Zone 3 with a high probability of flooding of 1 in 100 or greater.

Description of the Proposals.

The application proposes the erection of a 16 storey hotel (C1) with an ancillary ground floor bar and restaurant (A3 / A4), following the demolition of the existing building. It would be a 4* operation, by a group that has 39 hotels throughout Ireland and the UK.

The entrance at the junction of Charles Street and Mallard Street would lead into a double height space, with a reception and a public restaurant and bar. The kitchens, luggage, bin storage and 28 cycle spaces would be located on the ground floor along with a sub-station and plant room. There would be a Business Centre on the first floor with 3 meeting rooms and a break out area, along with back of house offices, staff facilities, laundry areas and storage for the hotel. A further plant room would be located at this level. Bedrooms would occupy floors 1-15 with areas of plant set behind a parapet at level 16 with a blue roof or hybrid blue / green roof for rainwater storage.

Drop-off would be from Mallard Street and servicing and refuse collection from the rear of the building. Mouncey Street, a dead end that currently divides the site, would be stopped up. It has only ever served service yards and more recently the car park. A Stopping Up Order has been submitted to the Department for Transport. It would be necessary to re-locate a bus stop and two parking spaces on Charles Street which would be undertaken via a S278 agreement. The overall building height to the roof parapet would be 53m.

The design would have a tri-partite sub-division with a clearly expressed top, middle and bottom, reflecting the style of many City Centre buildings. The ground and 1st floors would be expressed as a single volume to create a strong base. The upper levels to the north and south would have step backs and cantilevered volumes. The building would step back from Charles Street at levels 7 and 12 by around 3m, and would cantilever at Level 07 facing the viaduct.

The facades would be constructed from red pigmented, pre-cast reconstituted stone panels. They would have different textures and finishes with acid etched, shot-blasted and moulded elements. The panels would have different designs to express and respond to function and context of each of the buildings facades. The Charles Street elevation would be articulated with a series of ribs with an acid etched finish. A simple grid at the lower levels would have acid etched infill panels. This would continue on the York Street and Mallard Street with a repeating window pattern. The Mallard Street panels would include a perforated metal privacy screen levels 2 to 6 facing Oxford Place to minimise overlooking. The ground and 1st floor base would have shot blasted panels and a sequence of single punched windows. There would be a full roof storey to house plant areas.

A perforated, porous screen at the building entrance to would serve as wind mitigation. This would also provide opportunities for integrated lighting, way-finding and signage.

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

Waste would be split into the following bins and would be collected on the following basis: General Waste 3 x 660l bins every 3 days; Dry Waste 4 x 660l bins every 3 days; Glass 5 x 660l bins every 3 days; Food 3 x 240l bins every 3 days; Oil 1 container weekly. 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 visitors who arrive by car would use nearby car parks. A Framework Travel Plan has been prepared in support of the application.

The applicant has stated that the development would deliver the following benefits.

The operator has an established track record, with 39 hotels across the UK and Ireland.

- The hotel would have a ground floor restaurant and bar and a business facility at first floor. This would create activity along Charles Street and York Street, increasing vitality and passive overlooking. This could help to reduce crime and improve safety in the vicinity. The business facility would provide flexible meeting spaces to be rented on a short term basis.
- The building, has been through a rigorous design process and would make a substantial improvement on the streetscape and built environment The design has been subject to peer review through Places Matter. It is considered to be respectful of its context, noting its location at the edge of a Conservation Area and its proximity to a number of Listed Buildings.
- The proposals would contribute to the on-going regeneration of the City Centre by improving the built environment, optimising the use of an underutilised site, creating new accessible employment opportunities and supporting a growing visitor economy.
- The site is in a strategically important location on an 'east-west' axis which links regeneration around Piccadilly Station, at Mayfield and North Campus, with Great Jackson Street, First Street, Oxford Road Corridor, and Circle Square. Charles Street is a key connecting route and the proposal would complement and support growth in the city.
- The principle leaseholder at 60 Charles Street, has agreed to surrender their lease by September 2019. A robust justification for its demolition has been provided within a Heritage Statement. The condition, size, and configuration of the building means that it could struggle to compete with other better quality office and workspace even if it were to be refurbished.
- It has been demonstrated that the proposals would deliver substantially greater regeneration and employment benefits than the retention of the existing building. It has been calculated that the proposals will generate the following number of temporary construction jobs:

Item	Scheme
Construction costs (including professional fees) £	Commercially sensitive but provided by the project's cost consultant
Person years (based on £80,000 cost per direct FTE)	331
Direct FTEs ⁽¹⁾	165
TOTAL FULL-TIME EQUIVALENT JOBS (TEMPORARY)	165

- In addition to the total FTE jobs created through construction, a large number of indirect employment will be created through the supply chain. Research Commissioned by VISA in 2014 found that, on average, workers spend £3.69 per day on lunch. This would result in an additional expenditure of approximately £283,724 in the local economy over the duration of the construction period.
- The operational phase should create around 110 direct FTE jobs which would be available to both qualified managers and low skilled workers and there would be further employment benefits within the supply chain associated with the hotel.

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 and Tall Building Statement (including an Economic Statement);
Statement of Consultation; Green and Blue Infrastructure Statement;
TV Reception Survey; Phase 1 Ecological Survey; Environmental Standards
Statement (including BREEAM Pre-Assessment); Energy Statement
Crime Impact Assessment; Ground Conditions Statement;
Ground Gas Monitoring report; Topographical Survey; Archaeological Desktop
Assessment; Ventilation Strategy; Air Quality Assessment; Local Labour Agreement;

In addition to the above reports, the planning application is also accompanied by an Environmental Statement (ES) which includes other documents

Volume 1:

Introduction; EIA Methodology; Site, Surroundings and Description of Proposals;
Consideration of Alternatives; Construction Methodology and Programme; Historic
Environment; Sunlight, Daylight and Overshadowing; Noise and Vibration; Flood Risk
and Drainage; Townscape and Visual Impact; Desk Based Wind Assessment;

Volume 2: Technical Chapter Appendices

Volume 3: Non-Technical Summary

Consultations

Publicity – The occupiers of adjacent premises have been notified and the application has been advertised in the local press as a major development, affecting the setting of a listed building, the setting of a conservation area, in the public interest and accompanied by an Environmental Statement. Notices have been placed adjacent to the site. The occupiers of adjacent premises were re-notified following the

submission of an additional Noise Reflection report and amended drawings to show an increase in the number of windows.

3 objections have been received which mainly relate to concerns about the design, potentially misleading inconsistencies in description, impacts from guest parking, impacts from loss of employment land, highway safety implications, potential noise and disturbance, impacts on adjacent listed buildings and the conservation area, questions regarding the use classes proposed and concerns about impact on TV reception and are summarised below:

Description : There are inconsistencies between the application description and submitted documentation and the actual proposals are clearly different from that which has been advertised and consulted upon this has potential to confuse the public.

Design: The lack of windows facing Charles Street, would create an uninviting blank wall facing onto what is becoming a very busy pedestrian thoroughfare. The lack of active frontage at ground floor along this very busy route is unacceptable and the incorporating a retail or restaurant unit needs to be considered. Charles Street is a dimly-lit, car-orientated corridor which does nothing for pedestrians. As there will be huge growth in pedestrians along this corridor in future, especially with Circle Square coming to completion over the next year or so a S106 contribution should be secured to contribute to a redesign of the public realm along Charles Street.

Loss of Employment Land: There is no justification for loss of employment land or the existing B1 jobs in the submission.

Adequacy of parking: 40 parking spaces would be lost within the city centre. The application lacks detail about a genuine comparison between existing and proposed and fails to provide sufficient information in order for MCC to properly consider and manage the level of car parking within this highly attractive visitor location and does not provide a realistic trip analysis. The Transport Statement states *insufficient records of how many or which residents use the car park* (paragraph 5.2.6). This is contrary to policy T2 of the MCC Core Strategy which states: *The Council will actively manage the pattern of development to ensure that new development... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.* MCC would surely find it difficult to properly consider the loss of 40 car park spaces within the wider city centre provision.

Highway safety / Vehicle Access: An inadequate justification has been provided for extinguishing Mouncey Street (supposedly because "it has always been a dead-end" (paragraph 1.26 of the Statement of Consultation, paragraph 4.38 of the ES Vol 1,)). There are concerns that it is proposed to have a delivery entrance on Mallard street which would impact on local businesses in terms of storage/car parking and access. It is not possible for 2 cars to pass on this street and there are issues with the Palace hotel using York street for deliveries which creates an almost constant stream of trucks and vans beeping and reversing down the street fighting with each other for access. This would be impossible if 2 hotels try to have their access in York Street. This site is just not suitable for the volume of traffic that a hotel of this size

would bring. Clarification is required of what would go on during the build on both York and Mallard and how access to businesses would be maintained as the red outline on the drawing shows parts of the streets encompassed in the development.

Noise and disturbance resulting from use: There is potential for disturbance to users and inhabitants of adjacent buildings due to the potential amplification of train noise and reverberations due to the height and location of the building which has not been dealt with. Using the baseline of ground level noise fails to properly take account of the actual surrounding area and viaduct in particular. Ground level is not an appropriate baseline to use in this case and it fails to properly take account of its setting, which is more pertinent noting its effect on the setting of listed buildings in the vicinity. Re-notification of potentially affected parties should take place when this information becomes available and mitigation to be secured by way of condition might be necessary.

Inadequacy of the submitted Air Quality Assessment (AQMA): It cannot be assumed that adverse effects are considered unlikely when a full *assessment of building emissions impacts could not be completed at this stage due to insufficient detail on emissions being available (e.g. plant specification, location/height, flue gas volume, etc.)* (page 21, paragraph 6.3 Building Emissions). In order for MCC to be able to properly consider and if necessary, impose appropriate and enforceable conditions on its grant, it is necessary to present sufficient detail in order to evaluate the effects. This is particularly important in an area which is already considered in excess of standards (an AQMA).

Effect on listed building and conservation area: Despite being nestled within a busy, city centre environment the site sits within a myriad of heritage assets; listed buildings and a conservation area. There is no quantification of actual/realistic (rather than theoretical) impact on surrounding heritage assets within the submission. MCC must “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” (Section 66 Planning (Listed Buildings and Conservation Areas) Act 1990) and the “desirability of preserving and enhancing the character and appearance” of the designated area” (section 72 Planning (Listed Buildings and Conservation Areas) Act 1990).

Use Classes: The proposal seeks permission for ‘ancillary uses’ for restaurant and bar uses, but genuinely ancillary uses do not by their nature feature in the description of permitted development. This is unfortunate terminology and considering the Application in its entirety we would suggest the proposal is really seeking permission for mixed-use development. Furthermore, if granted permission, there is potential to cause issues in enforcement as there is no guarantee of end user. The ‘ancillary uses’ – which do not have any proposed hours of operation, but note are ‘publically accessible’ (paragraph 1.25 Statement of Consultation) – could be intensified, or used separately from the hotel.

Local Labour Agreement: The Local Labour Agreement, which is drafted conditionally would only take effect if the current proposer becomes the end-user. This ‘agreement’ provides no assurance of any use of local labour. Furthermore, it fails to provide any sound basis upon which such provision would be put into action. Instead, it simply records at the time of signing, an intention of the current proposed

end-user that he will 'endeavour' to consider ways in which he might bring forward use of local labour. It fails to identify any legal basis for this record. It is not a planning obligation, which could form a determinative factor of the Council's consideration/decision. Nor is it any legal agreement, with multiple parties who might be able to enforce the intention against the signee. It is an undertaking at best, but without a legal framework, it provides very little prospect of realisation.

In absence of:

- Identification of the workers who require this type of intervention
- any demonstrated need of absence of use of local labour
- any detail of how the scheme might work
- any request for such from MCC, with the support of its local policies

it should be afforded no weight in the case officer's balance.

TV Reception: The potential impacts are based on a shadow zone impact based on theoretical dish data and their potential impacts on adjacent buildings has not been properly quantified or appropriate mitigation proposed.

General: At present, MCC does not have sufficient (in part inaccurate, or absence of) information submitted in order for it to properly and fully consider this detailed application for full permission. This is of fatal importance noting it is EIA development and therefore MCC has a greater duty to ensure it has had all relevant material factors before it in order to reach a just decision. The impact of this proposal on heritage assets, archaeological remains and the environment must be substantiated and justified, with appropriate mitigation measures identified and designed into the scheme. We would suggest the Applicant is asked to withdraw the current Application to enable the completion of remaining surveys/reports to remedy the above mentioned deficiencies and resubmit only once all necessary surveys and assessments have been carried out. This in turn would enable MCC to impose only those conditions considered necessary to properly manage the development (if granted). If not withdrawn, then MCC should refuse the Application for failing to provide sufficient information or justification to warrant permission which cannot be remedied by the imposition of conditions. However, in an effort to proactively engage as Council officers must, we recognise that there may be opportunity to seek further and better information from the Applicant in order to still progress the proposal under this Application reference. If MCC determines the Application on present information in our opinion it risks making an uninformed decision which has potential to be legally challenged for lack of information, in particular relating to its potential to give rise to detrimental/adverse impact on surrounding neighbours, heritage assets and protected species. The determination date should be extended if necessary to enable affected parties and others to properly consider the impact of the detailed information.

Manchester Conservation Area and Historic Buildings Panel – Panel suggested that due to the transformational changes taking place in this area, the whole of the zone had become transitional but the character of this side of the street was of lower rise buildings which they felt should remain. They felt that a building at this height was not a contextual response and that the street would become a canyon. They

raised concerns over the loss of the existing building which represents its age and design and regretted its loss.

They noted that the city block went beyond the viaduct and the proposals go against what should be there. They felt that the principal elevations should not have blank windows. The patterns and recesses would not have an impact and the materials would be of an inappropriate quality and likely to weather badly.

The proposal appears as a stumpy block without any attempt at subtlety and had a very abrupt relationship with the listed buildings. They felt that the scale, massing and proportions were poor and the building should be at more human in scale. They suggested that the setting of the conservation area would be diminished and it would be a poor neighbour to the Portland Stone building on the corner.

Places Matter – Were supportive of the proposition and whilst understanding the rationale for the proposed height of the building, saw no reason why it couldn't be higher.

They also made the following points following a pre-submission presentation of the proposals:

- The two-storey zone was felt to be very important and the plinth approach was supported in principle, whilst needing some further work;
- The wall to window ratio needs to be considered in terms of “what you were talking to” as the building rises in height and how it will be viewed and might change;
- The quality of existing materials, some large scale and sculptured bases, can be brought to the ideas of dressing this building. In this respect, a carefully consideration of where best to focus and spend the money on the building to best effect was urged;
- The window to wall ratio of the nearby Lass O' Gowrie Public house was discussed and the fact that the high proportion of wall makes this a very interesting building. The place is a little “bit frontier” at present and the panel discussed with the option to flip the restaurant to the first floor and to make the base a heavier piece, whilst maintaining the overall diagram.
- The language of the elevations needs to respond to the context of the Principle Hotel;
- Design evolution should be tested alongside impacts from appropriate viewpoints of the site.
- A more sophisticated public realm would contribute to the buildings setting and functionality;

Historic England – Did not wish to offer any comments and have suggest that officers seek the views of the City Council's specialist conservation and archaeological advisers, as relevant.

Head of Highways- Have no objections and are satisfied that the scheme, is unlikely to generate any significant network implications. Impacts from construction and servicing can be addressed within Construction and Servicing Management Plans, recommended to be conditioned and attached to any future consent of the

application. Conditions are also recommended in relation to Off-site Highways Works to include S278, S247 and bus stop relocation, Cycle Storage, Pick up/ Drop off Management, Events Management, Construction Management and the requirements for a Travel Plan.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends that conditions relating to the acoustic insulation of the premises and any associated plant and equipment, air quality management, any contaminated land mitigation requirements, the storage and disposal of refuse, the hours during which deliveries can take place and the management of construction be attached to any consent granted.

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

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints have been identified. The only issue would be associated with nesting birds and the clearance of scrub during the bird breeding season they have recommended a condition to mitigate that risk and a condition to secure biodiversity enhancements.

Flood Risk Management Team – Conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify their achievement.

Environment Agency - Have recommended conditions in relation to flood risk management and to mitigate the risks to adjacent ground and controlled waters and have recommended that guidance set out within their document 'Guiding Principles for Land Contamination' is followed.

TFGM - No objections subject to a condition requiring the adoption of a Travel Plan being attached to any consent granted.

United Utilities will have no objection providing specific conditions ensure that no surface water from this development is discharged either 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 Assessment (DBA) concludes that the archaeological interest is probably of high local significance. This includes early-19th century single depth 'back-to-back' housing fronting Mallard Street, Mouncey Street and York Street, and shops fronting Charles Street. Industrial buildings were developed at the northern end of the site in the early nineteenth century which were demolished for the railway viaduct in the 1840s. Mainwaring's Foundry and an engineering works occupied the site in the 1880's. The single depth housing was demolished early in the twentieth century and replaced by a small two storey warehouse and a Manufacturer of rubber, brass and steel stamps. This building has been used variously as offices and a nightclub. The proposal would have a major impact upon the survival and significance of any archaeological remains.

GMAAS accepts that targeted evaluation trenching should be carried out to determine the survival and condition of remains relating to the early 19th century residential and 19th century industrial activity.

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.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

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 Core Strategy has Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles – Sustainable development 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 providing jobs during construction with permanent employment and facilities in the hotel. It would support business and leisure functions of the city centre and the region.

S05. Transport – Improved connectivity through the development of sustainable transport networks would 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.

S06. 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 deliver economic development 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 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. The hotel would use the site efficiently, improve a partially vacant site and building, enhance the sense of place within the area, and would provide users and employees with access to a range of transport modes and reduce opportunities for crime.

The proposal could help to assist the delivery of long term objectives at The Corridor Manchester and Circle Square. These identify that adjacent areas should be focal points for investment and the proposal would complement nearby schemes.

The development would be highly sustainable with good access to sustainable transport. This would maximise use of the City's transport infrastructure and 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, brownfield site. It would complement a well established community and contribute to the local economy through guests using local facilities and services.

A hotel would enhance the area and create character and help to create a neighbourhood where people would choose to be. The hotel would support business and leisure functions, improve the range of accommodation options and be close to visitor attractions such as the City Art Gallery, Manchester Museum, Home, The Palace Theatre, the Universities and the Retail and Commercial Core.

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 help to create a neighbourhood which would attract and retain a diverse labour market. It would significantly increase activity, support business and leisure functions 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 highly sustainable location would give people choices about how they travel and contribute to sustainability and health objectives. The area is close to Piccadilly and Oxford Road Stations 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, business and leisure activities. The proposal would help to connect residents to jobs.

CC7 (Mixed Use Development), and Policy CC10 (A Place for Everyone) – This would be an efficient, high-density development in a sustainable location. As the City's economy continues to grow, investment is required in locations that would support and sustain this growth. 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 support local businesses through supply chain arrangements and guests could use local restaurants and bars.

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 design has been considered carefully and has been subject to consultation with a number of relevant key stakeholders. It would maximise the use of land and would be appropriate to its context. The building could be considered to be tall within its local context but would be of a high quality. The location is appropriate, it would contribute to place making and would bring significant regeneration benefits. The design would respond positively at street level. The design is discussed in more detail below.

A Tall Building Statement identifies key views and assesses its impact. It evaluates relationship of the building to its site context / transport infrastructure and its effect on the local environment and amenity which is discussed in more detail below.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, have demonstrated that 60 Charles Street does make some contribution to the setting of the rear elevations of Grade II* Listed buildings. These listed buildings form an important part of the southern side of the Whitworth Street/ Princess Street Conservation Area. However, overall, 60 Charles Street makes little contribution to the townscape and has a negative impact on the setting of designated heritage assets. The proposal would not result in any significant harm to the setting of nearby listed buildings or the adjacent Conservation Area and the quality and design would sustain the adjacent heritage value of the heritage assets. The development would have a beneficial impact on the surrounding area. This is discussed in more detail below.

The focus of the Government's planning policy guidance is to ensure that the desirability of sustaining and enhancing the significance of heritage assets is taken into account and that they are put to viable use, consistent with their conservation (NPPF paragraph 185).

Development within or adjacent to heritage assets could have some impact on their fabric or setting, and this could be either beneficial or harmful. The fundamental design objective is to ensure that the impact on a heritage assets is demonstrably beneficial, minimising any negative impact on significance. Consequently, development is must be justified by clear and convincing evidence of the impact. The proposal would result in either a beneficial impact or limited instances of “*less than substantial harm*” (*minor adverse*) in terms of visual impact on the character and appearance of the conservation area and the setting of listed buildings.

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

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

- a. Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Section 195 states that where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site; and
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d. the harm or loss is outweighed by the benefit of bringing the site back into use.

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

The proposal would redevelop an underutilised site. 60 Charles Street has been substantially altered and has been extended at roof level. It is considered to have low evidential, historical, aesthetic and social value. Due to its age it does have some local historical and architectural interest and is does contribute subtly to the setting of the rear of Grade II* listed buildings within the adjacent Whitworth Street / Princess

Street Conservation Area. It would not meet the criteria for national listing and is unlikely to meet the criteria for local listing.

The open nature of the remainder of the site has a negative impact on the setting of nearby heritage assets and a good quality building that makes a positive contribution to the townscape could enhance their setting.

Overall therefore, the present condition of the site makes limited to no contribution to the townscape and has a largely negative impact on the setting of designated heritage assets. It is considered that the loss of the building would result in less than substantial harm to the setting of the adjacent Conservation Area and adjacent listed buildings as a whole and this needs therefore to be weighed against the public benefits to be derived from its loss.

For the reasons outlined later in this report, officers consider that the quality and design of the proposals would address the street block and would make a positive contribution to the townscape and enhance the setting of those heritage assets. This would sustain their value as there are substantial public benefits which would be derived from the proposal which would outweigh any harm to the setting which would be caused by the loss of the building currently on the site. That harm is necessary both to secure those benefits, to fully realise the optimum viable use of the site and secure its wider potential in urban design terms.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England 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 high 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) -An Environmental Standards Statement demonstrates that the proposal be energy efficient and include sustainable technologies at conception, feasibility, design and build stages and in operation. It would follow the principles of the Energy Hierarchy to reduce CO2 emissions. An Energy Statement sets out how the proposals would meet target framework requirements for CO2 reduction from low or zero carbon energy supplies.

The proposals would pass the Exceptions Tests as set out later in this Report given the City Centre location the Sequential test is not required.

Surface water drainage from the development would be restricted to a greenfield run-off rate if practical, and post development run-off rates would be reduced to 50% of the pre development rates as a minimum.

The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including a 20% increase in rainfall intensity. The surface water management would accord 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 pollution from ground conditions, air and water quality, noise, vibration, waste and biodiversity demonstrates that there would be no significant adverse impacts. Surface water run-off and ground water contamination would be minimised

There is no conclusive evidence about the presence of any protected species on the site or nearby that would be affected by the proposal. There would be no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Green and Blue Infrastructure Strategy sets out objectives for environmental improvements within the City in the context of growth and development objectives. The proposal should exploit opportunities and this is discussed in more detail below. There would not impact 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 during construction and in operation. The onsite management team would manage all waste streams throughout the building.

DC22 Footpath Protection - The ground floor activity and repaving would improve pedestrian routes. Mouncey Street has been a service route for the site and the current car park and as such the stopping up would not affect any pedestrian routes.

Policy DM 1- Development Management - Outlines 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

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.

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 the Corridor. The Plan recognises 'Corridor Manchester' as a unique area of the City, and the most economically important in Greater Manchester.

The plan identifies the Corridor Manchester as a unique area of Manchester and the UK. It is a hub containing world-class higher-education institutions, a leading research and teaching hospital complex, and a rich range of cultural facilities

It notes that the successful development of Corridor Manchester is fundamental to driving future economic growth and investment in the Manchester City Region. Corridor Manchester is identified as economically the most important area within Greater Manchester, with more job creation potential than anywhere else. The area generates £3billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the past five years. The area has more than 60,000 jobs, over half of which are within knowledge-intensive sectors, including health, education and professional, scientific and technical sectors.

The strategy identifies the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience. The proposed hotel would provide complimentary facilities for people visiting the Corridor Hub close to good transport links for ease of access.

Corridor Manchester (SRF 2018) / Corridor Manchester Strategic Vision to 2025-

This seeks to guide development and investment activity in the area in order to achieve the Corridor Manchester Strategic Vision to 2025. Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial Framework builds on this setting out a long term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision.

The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful the area needs to be cohesive and inclusive. The development programme plans to deliver over 4 million sq. ft. of high quality commercial, leisure, retail, and residential space.

The SRF places an emphasis on realising the place-making potential of the Corridor at the heart of the Framework. Objectives in this regard include:

- Encouraging the design of development to reflect and showcase the world-leading work and activities taking place within the Corridor;
- To encourage a more diverse retail, food and drink, culture, leisure, sport and entertainment offer within Corridor Manchester, supporting stronger daytime and evening economies;
- To enhance the public realm through well-planned and designed streetscape; and
- To connect and animate the space, forming intersections where people can meet formally and informally.

Building on this, the Framework seeks to secure anchor destinations and the mix of cultural uses, cinema and theatre; coffee shops, restaurants and independent shops that combine to provide places where people spend their leisure time. It promotes the siting of new uses where they will thrive and can act as a springboard for the emergence of secondary destinations.

There will be a requirement for development proposals to contribute positively to these key place-making objectives for the Corridor. It is considered that the proposed hotel and its ancillary facilities would be well placed to contribute to and complement the realisation of the above objectives for the area.

The Former BBC Strategic Development Framework (BBC SRF) and Circle Square Masterplan – Circle Square to the south of the Site (the former BBC site), and is a key strategic regeneration site within the Oxford Road Corridor.

The Circle Square development is already well underway with substantial progress made delivering multiple phases on. In total, Circle Square will provide:

8 buildings varying from 12-37 storeys, buildings fronting Charles St will range from 17- 37 storeys

- 1.2m sq. ft. commercial space – including a new hotel
- C.430,000 sq. ft. (NIA) PRS residential (c.700 apartments)
- C. 390,000 sq. ft. serviced apartments (c.1000 units)
- C.100,000 sq. ft. retail space
- Multi-storey car park providing c.1000 spaces
- Reinstatement of historic street routes creating a fine grain running north/south and
- east/west
- 2.2 hectares new public realm – a significant, central green space with c.200 new trees & a central commercial unit

The proposed development in this location would provide a complementary facility to support the successful delivery of the Masterplan.

North Campus Strategic Regeneration Framework, January 2017 - The Application Site is located to the west of the North Campus SRF area. The North Campus is one of the few large, centrally located sites in Manchester City Centre yet to undergo major regeneration. There are vast opportunities that have been identified in the area that will allow this part of Manchester to reconnect with the city and with other redevelopments in its vicinity. It is anticipated that the North Campus will be able to provide and deliver numerous social, economic and environmental benefits to Manchester and to the wider North West region.

Close to Manchester's Piccadilly train station and Oxford Road, North Campus will enhance city centre connectivity. The area will also benefit directly its proximity to the integrated transport hub and from the delivery of both HS2 and Northern Powerhouse Rail (NPR).

As well as creating the opportunity for new homes and jobs, the benefits of North Campus to the city of Manchester include accessibility and direct connection to the University of Manchester's main campus to the south-west, and central Manchester to the north of the site. The Application Site is well positioned on Charles Street to help improve this connectivity along east-west routes from Oxford Road to Piccadilly.

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 brand to the City. The proposal will therefore help to achieve a number of key growth priorities set out within the GM strategy including the reshaping of the economy to meet global demand, building Manchester's global brand and improving international competitiveness

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 would 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.

Conservation Area Declarations

Princess Street / Whitworth Street Conservation Area Declaration

The Princess Street / Whitworth Street Conservation Area which lies adjacent to the site has been designated as a Conservation Area as it lies at the heart of Manchester's business and commercial district and to preserve and enhance the impressive grandeur of this part of the City historically associated with major banking, insurance and other financial institutions for the North of England. The area today is remarkable for buildings which whilst of a variety of architectural styles stand well together. The area was designated in November 1970 and extended in June 1986.

Other National Planning Legislation

Legislative requirements

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

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

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

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

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

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Flood Risk and Drainage;
- Wind microclimate;
- Noise and Vibration;
- Historic Environment;
- Daylight and sunlight;
- Townscape and visual impact;
- Construction Phasing and Methodology;
- Cumulative impacts.

The proposal could have 'significant' effects on the environment by virtue of such factors as its nature, size or location. Whilst the site is only approximately 0.11 hectares and is below the normal 1 hectare threshold, this is considered to be an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. It has therefore been concluded that an EIA should be carried out in relation to the topic areas where the development could have a significant effect on the environment.

The Schemes Contribution to Regeneration The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. There has been a significant amount of regeneration within the Corridor Area over the past decade and as one of the biggest construction projects currently being delivered in the Region, Circle Square is a key part of that transformation.

The Greater Manchester Forecasting Model prepared by Oxford Economics, in 2015 forecast growth in the region of 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA by 2024.

Development activity at Circle Square and in The Corridor will enhance activity and vibrancy along Charles Street, which will become an important strategic route linking Mayfield, North Campus, Circle Square, First St and Gt Jackson St. It will be important in this revised context to improve the environment on the north side of the street.

The existing serviced office, workspace and conferencing space would be lost. The current leaseholder has entered into an unconditional agreement to surrender their lease by the end of September 2019. The accommodation is dated, its layout is inefficient and it does not have many of the features required by modern day office occupiers. For example it does not have raised floors, the lighting is poor, there is no air conditioning system, perimeter radiators provide poor quality centrally controlled heating, and the windows are single glazed. The office floor plates is small compared with other better quality spaces bring brought to the current market.

The market for this type of serviced accommodation is competitive. Dedicated providers offer an affordable, high quality, serviced office and co-working space in more central locations. The space would need to be refurbished in order to attract modern occupiers, but even then, commercial agents have advised that the quality would not compete with the existing and emerging commercial floorspace across the City Centre. A new refurbished office offer would therefore not be commercially viable.

The proposal would increase the number of full time jobs on the site during construction and in operation. It is estimated that the total gross employment impact during operation would be 110 FTE jobs.

This proposal would provide 4* hotel rooms close to tourism and business leisure destinations. It would be of a higher standard and quality than budget operations but would target a different market than The Principal Hotel.

The development of brownfield sites is consistent with a number of the GM Strategy's key objectives, including the Strategy for the Visitor Economy. A hotel would support the City's growth as a visitor attraction and business destination, both domestically and internationally. The site is well suited for this use given its city centre location, prominence on a key pedestrian route and its proximity to Oxford Road and Piccadilly Stations. Manchester is second most visited city in England for staying visits by domestic residents and third for international visitors. It is the third busiest UK city destination for international visitors after London and Edinburgh and 23% staying visitors are international. Whilst the supply of hotel rooms has increased significantly in the City over the past five years, it has been exceeded by greater demand.

The estimated value to Greater Manchester of the Visitor Economy is over £7.5 billion annually supporting around 92,000 FTE jobs. Marketing Manchester estimated 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, and additional rooms are required to serve this future demand. Marketing Manchester state that occupancy rates averaged 80% for 2017, highlighting the City's popularity and the demand for bed spaces. Around 1,650 new rooms were added to the city centre *stock* during 2018, with 1,963 to be delivered across 2019 and 2020.

This proposal would deliver significant regeneration benefits by repairing the Charles Street frontage, re-instating the historic building line and helping to establish a sense of place. It would respond positively to its context and the setting of nearby listed buildings would enhance the street scene. It would bring a positive use to a site which has an open nature and, generally, a poor appearance, contribute to the economy and complement nearby hotel, residential and commercial uses.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a building of 16 storeys is appropriate in this location. This would be a tall building and should be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Design Issues, relationship to context, including principle of tall building in this location 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. The key issues are the appropriateness of a tall building and its impact on the setting of listed buildings, principally the Principle Hotel and Lass 'o'Gowrie, and the adjacent Whitworth Street / Princess Street Conservation Area. The design has been discussed at pre-application with Historic England and Places Matter and public engagement took place.



The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered

to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes

The site has largely been in its current condition for nearly 10 years and requires investment. It is relatively constrained and contains a building that could be considered to be a non-designated heritage asset due its age and local historic and architectural interest. A number of bedrooms are required to ensure viability and this, to some extent, has driven the height and external design. The scheme proposed would make an efficient use of the site.

The streetscape is diverse and is changing as a result of development at Circle Square. The Factory on Princess Street is 3 storeys and the Holiday Inn on Oxford Road is 12 storeys. Heights on Charles Street vary from the more domestic scale of the Grade II Listed Lass'o'Gowie pub at 2 storeys, to Bracken House at 9 storeys and the much greater scale of developments on Circle Square which range from 12 to 36 storeys.

The Whitworth Street / Princess Street Conservation Area is part of the backdrop to the site and is a little-altered part of Manchester's textile trading past. Many buildings have been converted in a manner which has allowed their character to be maintained. The large-scale, monumental Victorian and Edwardian warehouses along Whitworth Street and Princess Street, have a high architectural and group value which define a strong sense of place. They dominate the area and enhance its character and understanding. This character and the proximity of Circle Square has informed the approach to the massing.

The site is within a swathe of land along the rail corridor between Piccadilly and Deansgate stations that has, over the last 10 years, undergone significant growth and development. There have been a number of high-rise developments which include Circle Square, Deansgate Square, Great Jackson Street, Cambridge Street, New Wakefield Street and Axis. This has been part of the planned expansion of the City Centre as set out in a number of SRF's to address growth requirements.

Historic analysis identified that Mouncey Street only served the demolished back-to-back housing and terminated in a dead end. York Street and Pritchard Street provided permeability through the viaduct. The option to combine 60 Charles Street and the car park by stopping up Mouncey Street, provides an opportunity to build on the Whitworth Street grain, by creating a large building plot and a more defined street edge. This could deliver a building of a scale and quality that responds to the historic Whitworth Street buildings. .

The development should strengthen the street frontage and the publically accessible and active uses to Charles Street and York Street would create natural surveillance.

The building would assist legibility, enhance the sense of place, and with Circle Square, help orientation. The site is close to Oxford Road and Piccadilly Stations which are important gateways into the city. As the establishments of the Circle Square neighbourhood progresses Charles Street will become an important pedestrian and visual link between regeneration areas. A taller building on this site would complement the approved taller buildings at Circle Square.

The Core Strategy requires 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. Tall buildings should enhance the character and distinctiveness of an area without adversely affecting established valued townscapes or landscapes, or intruding into important views. It is considered that the proposals respond to these aspirations.

The sites poor appearance harms the setting of the Whitworth Street / Princess Street Conservation Area, the setting of nearby listed buildings and the quality and character of the townscape. It erodes the street pattern, interrupts the prevailing building line, creates a fragmented streetscape and evokes a sense of semi-dereliction. This affects and weakens the character and appearance of the area and creates a poor impression and a lack of street level activity.

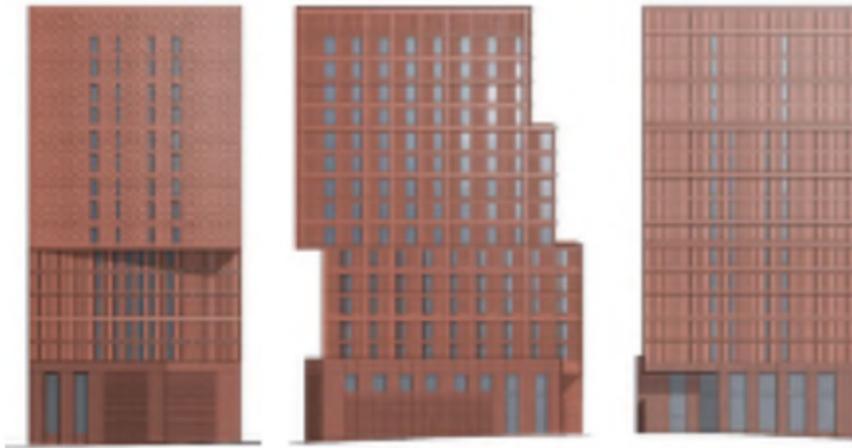
Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and defence optimises the potential of the site.

The proposal would provide a sense of enclosure, define the street block, create a dense urban grain and follow the historic back of pavement building line. The scale, massing and appearance of the proposed building would deliver a high quality contemporary building which would enhance the cityscape. The building would appear as a 'carved' object which relates to the rich and robust architectural detailing on the adjacent listed buildings and those within the adjacent conservation area, notably the Grade II * Place Hotel.

The building would have a tri-partite composition typical of adjacent buildings, particularly those within the adjacent Conservation Area. This includes a clear base, middle and top, expressed through form and changes in materials.

The Ground & First level 'plinth' would have a strong visual relationship with the Lass o'Gowrie and the eastern end of Charles Street. A step back on Charles Street establishes a clear relationship with Oxford Place and reinforces the 7 storey height line along Charles Street. An additional set back at level 12 would further break down the volume of the building. The upper levels set backs would ensure that Charles Street does not become a canyon. It would create separation from buildings at Circle Square which would improve the quality of the pedestrian space.

The north elevation has a 5 storey set back above the 2 storey plinth which would break up the massing and add visual interest. This façade would be set at an angle that relates to the rail viaduct which has itself sliced through the historic street grain



The colour of the pre cast panels would be similar to the colours of the Principle Hotel. This would respond well to the listed building and the red brick of many of the buildings near to the site. Different textures on the panels would respond to the contrast of brick and tile found on many nearby buildings.

The 2 storey base clad in pre-cast stone panels and would reflect the height of the lower buildings on Charles Street, in particular the Lass ‘ o’ Gowrie. The top element would be formed from a metal parapet to provide a lighter and more delicate contrast to the reconstituted stone panels.

The proposal acknowledges the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner and is an appropriately designed response to context.

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

The development of the site presents an opportunity to preserve or enhance the setting of the adjacent Conservation Areas, and preserve the setting of adjacent listed buildings and the wider street and townscape as required by the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

A Heritage Assessment Townscape and Visual Impact Assessment used Historic England’s updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017).

The applicant explored the retention and reuse of the existing building with a new build block on the car park containing the bedrooms. This would result in a building of 23 storeys. The form of development would have been less appropriate to its context and would have affected viability

The evidential, historical, aesthetic and communal value of 60 Charles Street has been assessed to determine if it has any special heritage interest. It was constructed

in 1914 in a simple style for J. T. Clarke & Son as their rubber stamp manufactory/warehouse. Its Edwardian construction/design means it has some local historic and architectural interest. However, it retains little original internal fabric, except for the rear workers' staircase, and some timber casement windows and supportive corbels. It was extended at roof level in the early 20th century, suffered two fires in 1942 and 2009, and has been refurbished throughout.



Figure 56 – The second floor northern room.



Figure 57 – The inserted stairs from second floor level up into the c1920s roof extension.



Figure 58 – The southern half of the roof extension.

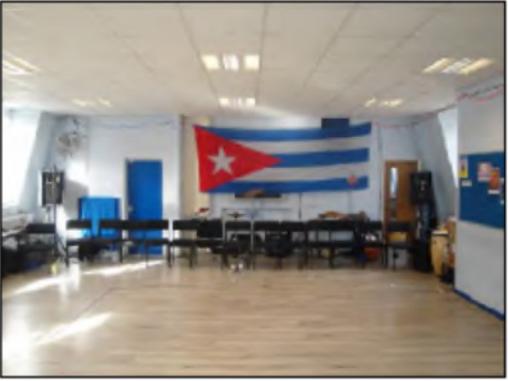
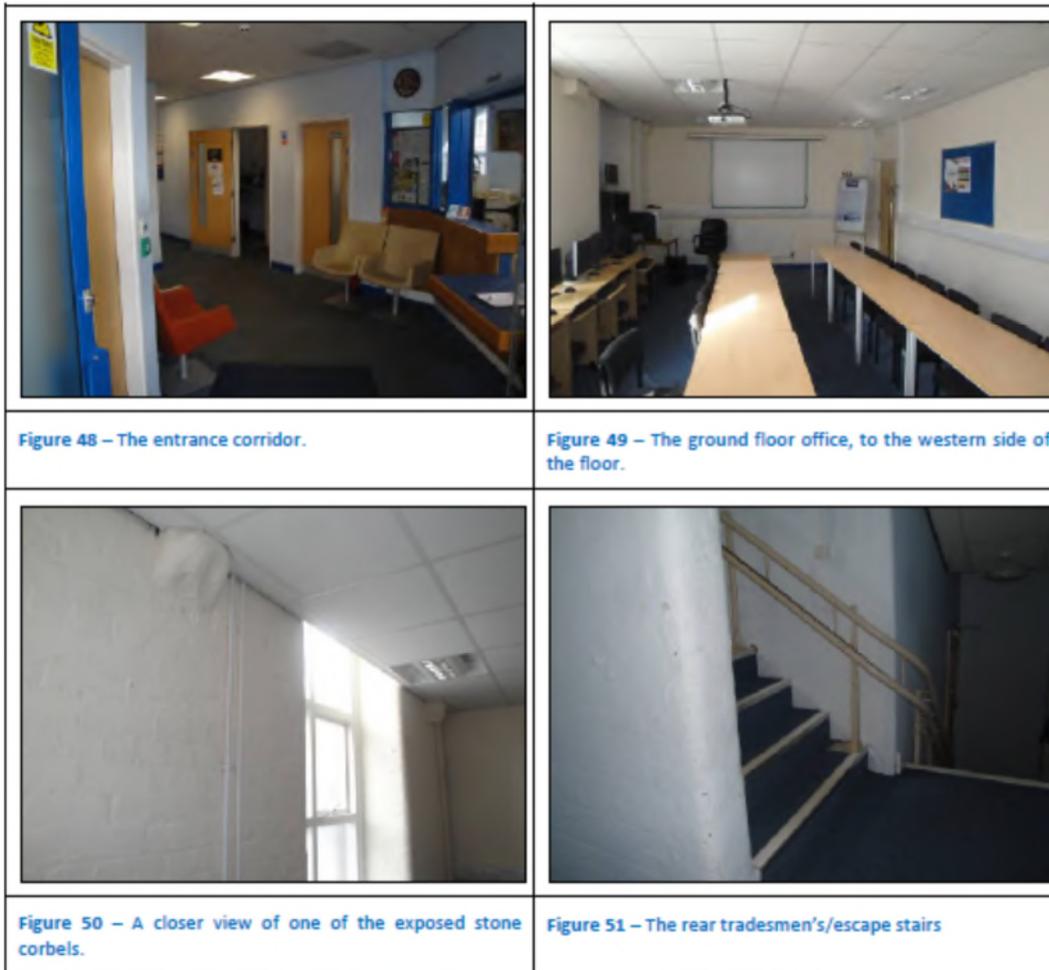


Figure 59 – The northern half of the roof extension.

The building does contribute to the setting of the rear elevations of the Grade II* Listed buildings to the southern side of Whitworth Street (i.e. to the north of the site across the railway viaduct) which form an important part of the Whitworth Street / Princess Street Conservation Area. However, it low evidential, historical, aesthetic and social value in relation to the architectural and historic interest.



Paragraph 197 of the NPPF advocates that a balanced judgement should be taken towards demolition In relation to the scale of the buildings loss and its significance. The building is a fragmented remnant of the streetscape following the demolition the remainder of the site. This may support a case for its retention. However, this must be balanced against urban design arguments that support its demolition and whether it could be integrated into redevelopment. Its demolition would allow the comprehensive development of the application site which could benefit the setting of the Whitworth St / Princess Street Conservation Area and the setting of the adjacent listed Buildings. The harm resulting its demolition of would be mitigated and outweighed by the public benefits of the sites regeneration.

When seen from the radial approaches to the city, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city.

There are historic buildings on Charles Street alongside larger, more modern developments. However, to the north, east and west the historic heritage assets remain dominant against the mid-late 20th Century development and this proposal would not change this.

A visual assessment, agreed with Historic England, has analysed the visual impact of the scheme on the heritage significance of 5 key views using photomontage / CGI

perspectives (derived from the wider 14 views analysed for the Townscape Analysis (TVIA). View 1 from the TVIA has been omitted from this as its analysis was not deemed necessary for Heritage (hence the numbering from 2-6)

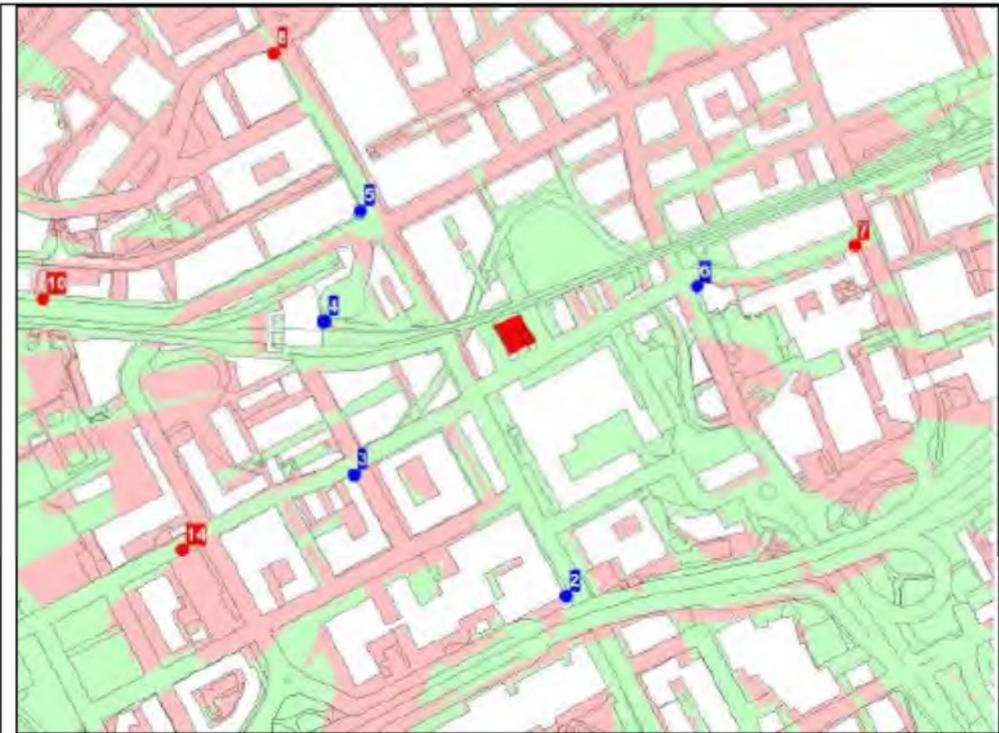


Figure 60 – Extract from the agreed TVIA viewpoints map showing Heritage viewpoints 2-6 as agreed with Manchester City Council.

The revised Historic England guidelines recommend that: the *The Scale* of the visual impact should be defined as *None, Negligible, Minor, Moderate* or *Major*: the significance of the overall impact as being *Major, Moderate, Minor, Negligible* or *Neutral*. As such a view may demonstrate *Minor Adverse* or *Major Beneficial* impact.

View 2



View 2 looks north-north-west along Oxford Road from just north of the Mancunian Way. The foreground of the view is dominated by 20th century university buildings, but the red terracotta tower of the Grade II* Principal Hotel remains prominent. The Art Deco façade of the Grade II Dancehouse Theatre can also be glimpsed beneath the more recent Holiday Inn Express building. Part of the site can be seen behind the

structures under construction on Circle Square. The development would form a significant structure, but would largely be obscured by development at Circle Square. It is some distance from the tower of the Principal Hotel and does not have an overpowering effect upon its setting. As such, the overall impact on the setting of the listed building is minor adverse.

View 3



View 3 looks north-east along Charles Street towards the site and the Grade II Lass O’Gowrie. The view is dominated by recent development and has limited heritage significance, with the listed building visible in the background. The development would be just visible within the centre of the view and, in heritage terms, the overall impact on the setting of the affected listed building is neutral.

View 4



View 4 Looks east towards the site from Oxford Road Station, with the tower of the Grade II* Principal Hotel prominent. It dominates the mid-ground and the transport infrastructure associated with Oxford Road Station in the foreground. Circle Square can be seen to the rear. The proposal would be a significant new feature between the listed building and Circle Square but would largely be subservient to the listed building whose tower remains dominant. The overall impact in heritage terms on the setting of the listed building is minor adverse.

View 5



View 5 Looks south-south-east along Oxford Street at its junction with Whitworth Street. The foreground is dominated by the Grade II* Principal Hotel. With the remainder comprising an unlisted building at the approach to Oxford Road Station. Circle Square can be seen to the rear. The proposed would not be visible and the heritage impact would be neutral.

View 6



View 6 Looks west, along Charles Street with the Grade II listed Lass O'Gowrie in the mid ground and the site to the rear. The foreground is dominated by a series of unlisted later 19th century brick buildings. Elsewhere, modern residential and office buildings predominate.

The development would form a substantial new feature. However, it would be some distance from the Lass 'o' Gowrie and the heritage impact would be minor adverse.

The impact on the setting of the Whitworth Street Conservation Area would be neutral. The buildings in the conservation area would by their very nature retain their distinctive and unique character and would not be dominated or adversely affected.

The cleared site has an adverse impact on the setting of the adjacent listed buildings. The overall visual impact on the setting of the listed buildings is a combination of minor adverse and neutral in views 2 and 6 and the overall heritage visual impact is minor adverse

The active use on the gap site would enhance the streetscape by successfully integrating it into Charles Street. The principal entrance and the active ground floor uses would reactivate and revitalise the area.

The proposal would be an appropriate urban design response to the heritage assets. The site can accommodate a taller building without adversely impacting the setting of the adjacent conservation area or listed buildings and it would add a positive element to the Manchester Skyline.

In view of the above, it is considered that the scale, alignment and positioning of the new building would provide a positive addition to the skyline. It would be seen from some parts of the adjacent conservation area and in views of adjacent listed buildings but this would not have an adverse impact on the historic character of the area or the setting of buildings. The development would enhance the setting and better reveal their significance and appreciation of the listed buildings. It would remove the current adverse impacts that the cleared site has on the street scene, on adjacent listed buildings and on the adjacent Whitworth Conservation Area.

A Townscape and Visual Impact Assessment (TVIA) has assessed the likely townscape impacts and the zone of visual influence. 14 key views were agreed with Historic England. Computer models provided accurate verified images and wirelines to illustrate and inform the impact of the proposal on the agreed views and on the surrounding townscape, on a 360 degree basis. The baseline conditions were those of 2018 and included schemes under construction which should be complete when the proposal is complete.

The analysis has concluded that there would be a minor beneficial impact in views 4 and 7. In all other views, the proposal would have a negligible impact. Accordingly, the overwhelming majority of effects are not significant as this is a relatively modest in the context of neighbouring developments such as Circle Square and New Wakefield Street. The proposal complements the changing townscape character and cumulatively there is little change.

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

There are no World Heritage Sites nearby. Sections 66 and 72 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings and to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 193, 194, 196 and 197.

The NPPF (paragraph 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to

the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly be justified.

It is considered that the impacts of the proposal on the setting of adjacent listed buildings and the adjacent Whitworth Street / Princess Street Conservation Area would be less than substantial. Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm, it should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 127). Public benefits may include heritage benefits, such as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- reducing or removing risks to a heritage asset
- securing the optimum viable use of a heritage asset in support of its long term conservation

It is considered that the proposals would meet all of the above criteria

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

- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Regenerating a major City Centre island site containing underutilised land;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing the a use which would complement and support the regeneration of the Corridor and Circle Square;
- Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and compliments the large neighbouring commercial buildings and local context;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;

- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 196 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

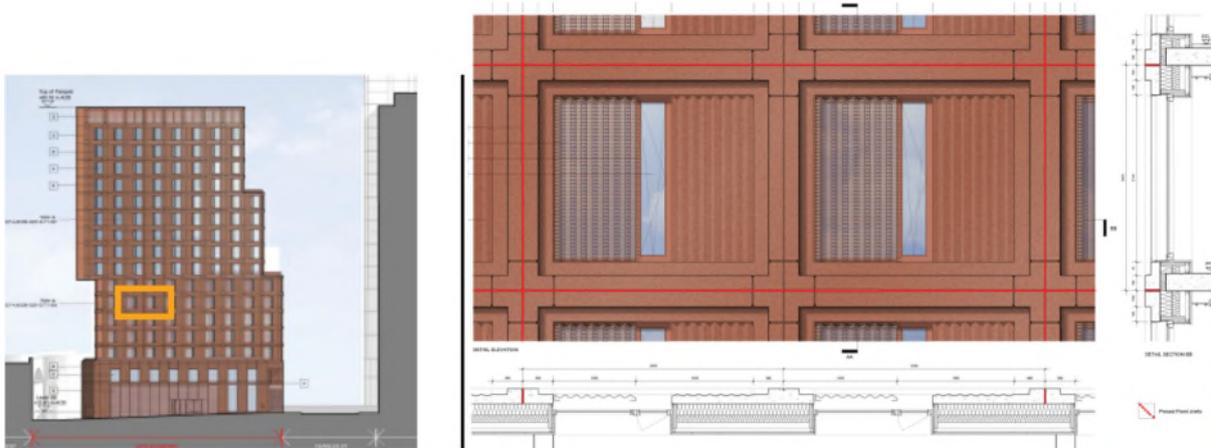
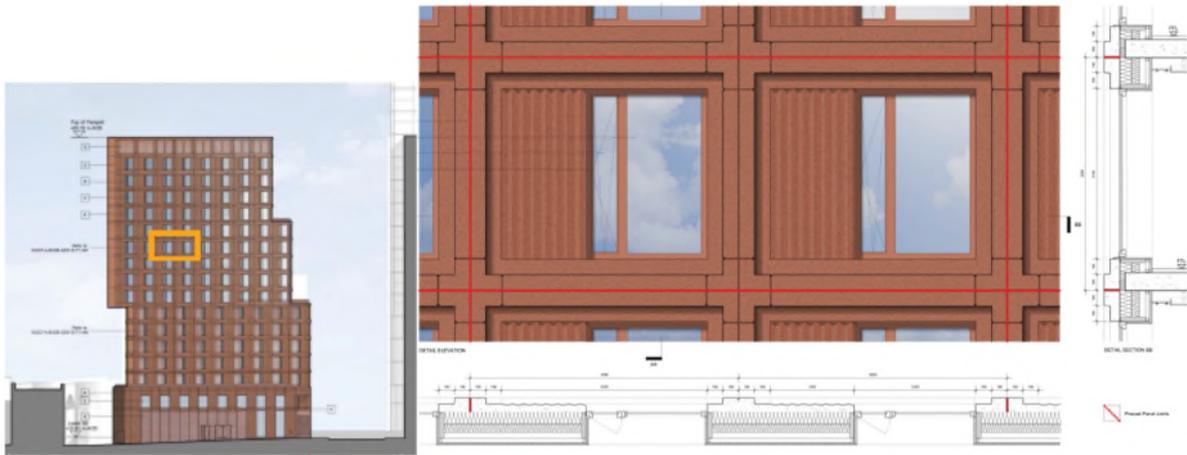
Architectural Quality

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

The design aims to create a contemporary interpretation of the tripartite subdivision which characterises City Centre buildings. The Charles Street façade refers to the formal frontages of the Victorian and Edwardian buildings which are regimented, highly decorative and richly dressed in terracotta, stone and masonry. They displayed the wealth and success of the textile companies on which they were founded. The facade has a strong vertical emphasis, with regular ribs which provide relief, depth and texture



The façades to York Street and Mallard Street represent a contrasting less decorative response that would align more with the façade treatment found on the secondary facades of the Victorian and Edwardian buildings which characterise the adjacent conservation area. The manner in which how those facades turn corners, making the transition between the decorative and the utilitarian has also been expressed. The composition is based on the module of the hotel bedroom. This creates a simple grid, with repeating windows and textured infill panels. The finish of the panels would be acid-etched to add a richness to the facades. The windows on Mallard Street between levels 2 to 6 adjacent Oxford Place would have a perforated metal screen to increase privacy and minimise potential overlooking. The metal screen would be perforated with a repeating motif which is derived from the decorative tile patterns found in the Principal Hotel. A similar motif is used on the north gable and the screens would be hinged to allow for cleaning and maintenance.

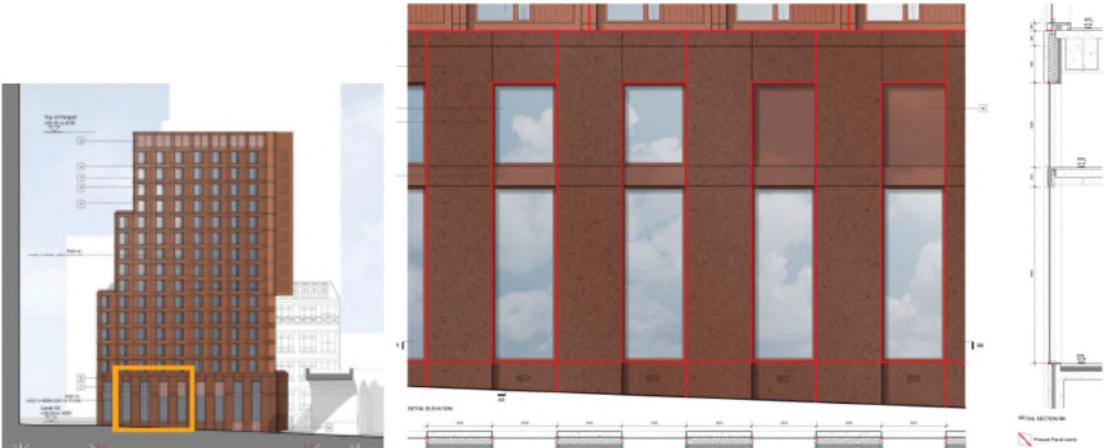


The cantilevered north facing gable, would interface directly with the backs of the historic buildings along Whitworth Street as well as the Railway Viaduct. A texture would be applied to this elevation through the use of mouldings during the pre-cast process. This responds to the moulded terracotta tiling patterns on the Principal Hotel.



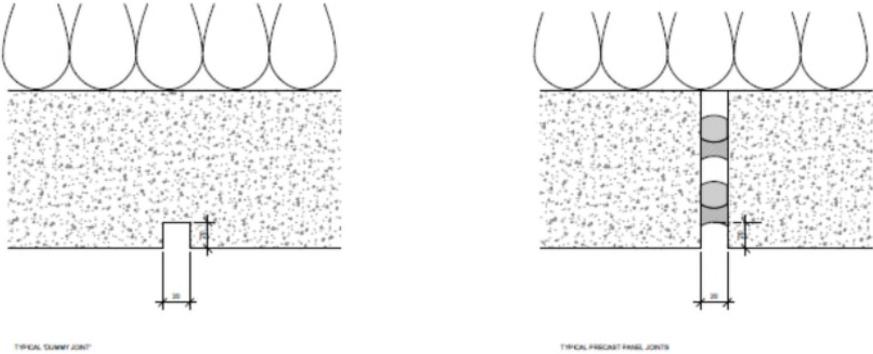
The ground and first floors form the base of the hotel and comprise the public front of house spaces and the back of house support and staff facilities. This is reflected through a subtle change in materials and responds to the scale of the buildings

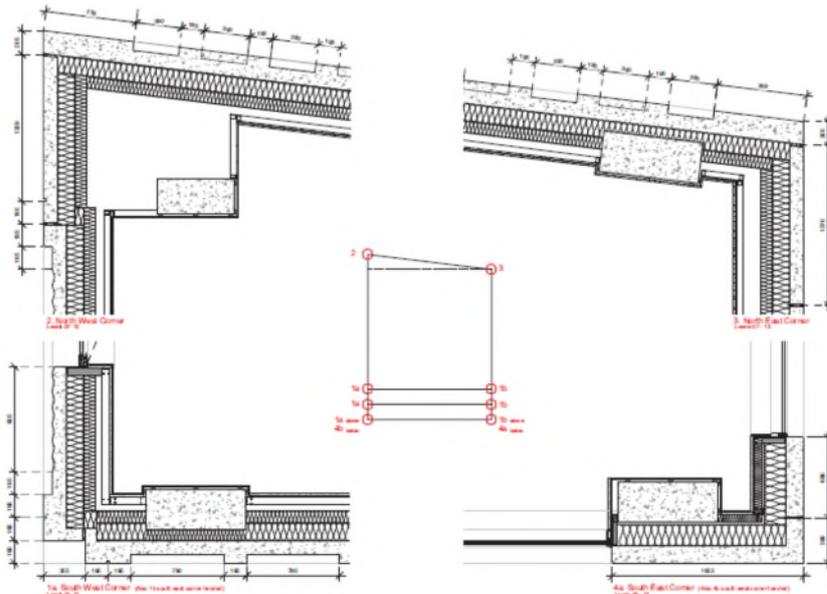
towards the eastern end of Charles Street. The reconstituted pre-cast stone panels would be shot blasted to create a heavily textured, more tactile surface which exposes the aggregate of the mix. There would be a sequence of single punched windows, with a similar window-to-wall ratio of the nearby Lass 'o' Gowrie.



The roof level plant would be fully enclosed and the elevations extended to include the full roof storey to maintain a clean, simple form and silhouette against the sky, on the east, west and south elevations, the infill panel would be folded metal, colour matched to the pre-cast grid, providing a lighter top to the building.

The design has minimised the amount of joints in the façade to maximise the buildings expression as a 'carved' block. The overall approach of the pre-cast panels, the textured expression and the depth of the window reveals of between 150 and 225 mm would ensure a strong relationship to the nearby Victorian and Edwardian Building's.





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

The reinstatement of the Charles Street, York Street, Mallard Street and Viaduct frontages would enhance connections around the site adding activity and reinforcing the urban grain. This would provide passive security and improve safety on these Streets and would revitalise the area.

It necessary to improve connectivity between key regeneration areas within and around The Corridor. It is a strategic priority of the Council to link Mayfield, UMIST, Circle Square, First Street and Great Jackson Street and Charles Street is a route which must contribute to this key objective.

Credibility of the Design

A range of specialist consultants have contributed to the scheme. The regeneration and historic context has underpinned the design, particularly the proximity to the Whitworth Street / Princess Street Conservation Area and the Principal Hotel (Grade II*).

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.

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.

The hotel would be marketed as a car-free but parking space is available within nearby car parks. 28 cycle spaces would be provided for guests and staff within the building. Parking for disabled people would be available in nearby multi-storey car parks. 42 bays are available at Charles Street, Chester Street and Oxford Street. In addition a further 51 will be available at Circle Square.

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 Mallard Street adjacent to the Viaduct and connect with the back of house facilities on the ground floor and first floors, including the kitchen and bin store.

A traffic assessment aims to minimise disruption to the highway and adjacent businesses and 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 Mallard Street and surrounding roads would not be significant.

Servicing frequencies indicate up to 50 two-way movements per week, which equates to approximately 7 vehicles per day, which would be negligible. Vehicles would use the proposed servicing loop, which ensures that they can access/egress Charles Street in a forward gear. Therefore any issues that currently occur with reversing on York Street would not be exacerbated. If vehicles need to pass each other, the low volumes of traffic would allow for a courtesy arrangement whereby one vehicle utilises the route around the hotel.

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, redistribution of parking bays, footway improvements and the relocation of the bus stop 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. The ESS 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 the 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 improve the building thermal envelope, increasing the efficiency of the M&E services and incorporating a suitable LZC technology (either CHP or ASHP).

The following is a summary of the proposed energy efficiency measures:

- Improved u-value standards and air permeability rate
- High efficiency heat pumps (HVRF systems)
- High efficiency heating boilers and pumps
- High efficiency AHU's (incorporating heat recovery) and extract fans
- High efficiency hot water generators and pumps (including pressure boosting pumps)
- High efficiency luminaries (LED type) with intelligent lighting controls
- Building energy management system (BEMS)
- Energy metering with automatic meter reading (AMR)

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.

Privacy and Overlooking

Small separation distances between buildings is characteristic in the area and is consistent with a dense urban environment. The buildings that previously occupied the site were built to back of pavement and had windows close to those within adjacent blocks. The design incorporates privacy screens to the windows directly opposite those on the rear of Oxford Place to minimise overlooking. The proposal would re-use a long standing brownfield site which has a negative impact on the area.

Daylight, Sunlight and Overshadowing

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

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at Oxford Place, Circle Square (Plots 5 & 6) and Bracken House, and the Principle Hotel have been identified as sensitive in terms daylight. Sunlight Impacts have only been modelled for sensitive windows facing towards the site.

BRE Guidance (section 2.2.2) states that the guidelines 'may' be applied in relation to hotels where occupants have a reasonable expectation of daylight. In a city centre hotel, patrons will not typically be occupying the room during the day, rather attending business functions or sight-seeing/shopping. Therefore, it is not necessary to consider the impacts on the transient/occasional occupants of a hotel room. However, the impacts on the hotel has been analysed.

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

The BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of the assessment. Schemes under construction have been included and so a separate assessment of the cumulative impact is required

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction phase. They would, however, certainly be less than the effects of the completed scheme.

Daylight Impacts (Completed Development)

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests. Only 2 of these

tests Vertical Sky Component (or VSC) and Daylight Distribution (NSL) have been carried out in relation to this proposal.

The first test VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The NSL assesses how light is cast into a room by examining the parts of the room where there would and would not be a 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. Any reduction below 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. The occupier would not notice such a reduction in daylight and sunlight. 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 site has largely been cleared for a number of years and cleared parts were last occupied by 2 storey pitched roof buildings. Therefore, buildings that overlook the site have received unusually high daylight levels in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing are measured, does not represent a typical baseline situation of a densely developed urban environment. The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.”

The Guidance 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. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the ‘standard target values’ should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, ‘alternative’ target values should be adopted.

The methodology for setting alternative targets is set out in Appendix F of the Guide. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. An alternative baseline has been considered which assumes there to be a building that mirrors the height and mass of Oxford Place, Bracken House and Circle Square, set an equal distance away from the highway. This method, provides a much more contextual approach to the analysis, and reflects site specific characteristics and location.

The assessment has been carried out on the basis of layout drawings for the surrounding buildings, however it has not been possible to access properties. Floor

levels have also been assumed for the adjoining properties which dictates the level of the working plane relevant for the No Skyline assessment. Realistic worst-case assumptions have been applied.

Further advice is provided about the sensitivity of a window to change in order to understand the level of impact where the target values are not met. This location could be deemed to be one where different target values should be adapted. There should be an expectation that a higher degree of obstruction is inevitable in an area such as this, with modern high-rise buildings.

The windows in an urban location may be less sensitive to change, than those located in sub-urban, less dense areas.. The existing windows are in a city centre location where there is an expectation for a higher density of development and they are considered to have a medium sensitivity, rather than a high sensitivity, which would relate to a sub-urban site. The significance of any effect is determined by the assessment of its magnitude against their sensitivity.

The impacts of the development within this context are set out below.

The Principle Hotel

When measured against the cleared site 16/132 (12%) of windows are compliant for VSC daylight and 16/132 (12%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC 127/132 (96%) windows would be compliant with the BRE target. The windows that do not meet the targets are on the lower ground and ground floor, and serve storage space and the business centre.

For NSL 29/31 (94 %) of rooms would be compliant with the BRE target. One of the affected rooms would experience an alteration in between 30-40% (moderate impact), and the remaining one room would experience alterations in excess of 40% (major impact). These rooms are located in the basement, and lower ground floor.

Given the above the effect to daylight on this building is therefore considered to be negligible in significance.

Oxford Place

When measured against a cleared site 35/120 (29.1%) of windows are compliant for VSC daylight and 54/56 (96%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC, 22/120 (18%) windows assessed would meet the BRE target. 8 would experience change of 20-30% (minor impact) 8 would experience change of 30-40% (moderate impact) and the remaining 82 would experience alterations in excess of

40% (major impact). 45 of these windows serve bedrooms, which have a lesser requirement for daylight.

For NSL, 16/56 (29%) 56 rooms meet the BRE target. 5 would experience change of 20-30%, 6 rooms would experience change of 30-40%, and the remaining 29 would experience change in excess of 40%.

If the mirrored mass is used as the baseline for the assessment, 40/120 (33%) windows would meet the BRE target. 69 would experience change of 20-30% (minor) 21 would experience change of between 30-40% (moderate) and the remaining 20 would experience change in excess of 40% (major) .

For mirrored baseline NSL 33/56 (59%) rooms would meet the BRE target. 3 would experience change of 20-30% (minor), 3 would experience change of 30-40% (moderate) and 17 would experience change in excess of 40% (major). 15 are bedrooms.

The alternative mirror image scheme demonstrates that delivering a scheme that mirrors the scale of Oxford Place, which does not take viability or practical matters into consideration achieved only marginally better results at Oxford Place.

Given the above, the effect on daylight is considered to be moderate adverse given the city centre location and characteristics.

Bracken House

When measured against a cleared site 10/47 (21%) windows are compliant for VSC daylight and 43/44 (98%) rooms are compliant for NSL.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC, 1/47 (2%) windows meet the BRE target. 1 would experience change of 20-30% (minor) 18 would experience change of 30-40% (moderate) and 27 would experience change in excess of 40% (major impact).

For NSL, 24/44 (55%) rooms would meet the BRE target. 11 would experience change of 20-30% (minor), 6 would experience change of 30-40% (moderate) and 3 would experience change of 40% (major).

During the conversion of the building, the developer made the windows smaller, which has had a significant impact on the NSL daylight results.

If the mirrored mass is used as the baseline 1/47 (2%) windows would meet the BRE Target for VSC. 17 would experience change of 20-30% (minor), 25 would experience change of between 30-40% (moderate) and the remaining 4 would experience change of 40% (major).

For mirrored baseline NSL, 39/44 (89%) rooms would meet the BRE target. 5 would experience change of between 20-30% (minor impact).

The impact of a mirrored assessment for Bracken House are no worse than the proposal for VSC. However, when assessing the NSL a mirrored approach creates a substantially worse result. These factors would support the current proposals massing as being acceptable in terms of sunlight and daylight.

Given the above, the effect on daylight is considered to be moderate adverse given the city centre location and characteristics.

Circle Square

When measured against a cleared site 681/856 (79%) of windows are compliant for VSC daylight and 580/655 (88%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC, 691/856 (81%) windows would meet the BRE target. 50 would experience change of 20-30% (minor), 69 would experience change of 30-40% (moderate impact) and 46 would experience change of 40% (major impact).

For NSL, 532/655 (81%) rooms would meet the BRE target. 35 would experience change of 20-30% (minor), 20 would experience change of 30-40% (moderate impact) and 68 would experience change of 40% (major).

This building is not complete and no residents would experience change to daylight levels.

If the mirrored mass is used all windows would meet the BRE Target for VSC and all the rooms would meet the NSL target.

The results for the mirrored massing demonstrate that Circle Square would receive more daylight than it would if the proposal matched it in scale and mass.

Given the above, the effect on daylight is considered to be negligible given the city centre location and characteristics.

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE 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.

As with daylight in a situation where sunlight to a window is reduced by over 20%, it does not automatically mean that sunlight to that room will be insufficient it just means that the loss may be more noticeable to the occupier of that room.

The BRE guide acknowledges that if an existing building stands close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations. As with Daylight Impacts the BRE Guidance recommends the setting of alternative targets where existing neighbouring buildings sit close to the boundary, as is the case with Oxford Place, Bracken House and Circle Square and the again where appropriate a mirror image scheme has been used to derive these alternative targets.

Oxford Place

When measured against a cleared site 2/12 (17 %) windows are compliant for APSH criteria.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

14/14 (100%) windows would meet the BRE criteria for both Winter and Annual APSH. The effect to sunlight on this building is therefore considered to be negligible in significance.

Bracken House

When measured against a cleared site 17/46 (37 %) of windows are compliant for APSH criteria.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

None of the 46 windows assessed would meet the BRE criteria for both winter and Annual APSH. 1 would experience change of 30-40% (moderate) and 43 would experience change in excess of 40% (major). 2 would experience change of 20-30% (minor impact) and 38 would experience change in excess of 40% (major)

It is important to consider the Site's context when assessing the results, as described above which are also relevant to this part of the assessment.

As with the daylight assessment, a further assessment has been undertaken using a mirrored baseline assessment. If the mirrored mass is used as the baseline 1/46 (2%) windows would meet the criteria. 12 would experience change of 30-40% (moderate) and 31 would experience change of in excess of 40% (major). 17 would experience change in excess of 40% (major) in Winter PSH.

This clearly demonstrates that even with a building of similar massing there only a negligible improvement in results for Bracken House.

Given the above overall, considering the existing baseline figures, the effect to sunlight on this building is considered to be moderate adverse in significance.

Circle Square

When measured against the current cleared site condition 47/86 (55 %) of windows are compliant for APSH criteria.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

A total of 28 windows were assessed for sunlight within this building. All would meet the BRE criteria for both Winter and Annual APSH.

The effect to sunlight on this building is therefore considered to be negligible in significance.

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

Additional Considerations

The impacts on daylight and sunlight at Oxford Place, Bracken House and future residents of Circle Square are of some significance. The Sunlight and Daylight Assessment and the sensitivity analysis of Comparable Streets has been included which compares the retained VSC values (using the calculation methodology set out in Appendix F of the BRE guidelines –the VSC level of the centre point of the relevant ground floor window) found in some nearby residential buildings. The streets chosen all include successful residential buildings recognised as positive well established urban environments which people chose to live in. As VSC levels do vary along many of those streets where applicable average values have been used.

The analysis from the comparable street studies in Manchester demonstrates that the ground floor windows of the relevant assessed streets experience average VSC levels of between 2% - 11% (approximately). The table below summarises the findings of the comparison exercise, and also includes the average VSC for the residential properties surrounding the proposed development.

Table 7.8: Summary of Retained VSC Levels

Address	GF Retained VSC Level
Manchester House/Asia House, Manchester	<2%
Asia House/Lancaster House, Manchester	<2%
Oxford Place	5.6%
Anvil Street, McIntosh Village, Manchester	8%
Lockes Yard, Manchester	11%
Frank Street, McIntosh Village, Manchester	11%
Circle Square	14.9%
Bracken House	19.3%

The buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context and it is generally acknowledged that when buying/renting properties in the heart of a city centre, amenity levels would less than could be expected in the suburbs; The overall effect on daylight and sunlight is considered moderate adverse.

Overall Impact on amenity of residents of Oxford Place, Bracken House and Circle Square including privacy and overlooking

The properties have been adjacent to a largely vacant for over 10 years. The buildings that previously occupied the site were built to back of pavement and if they had not been demolished, there would be views from the windows within those buildings into some of the windows within adjacent apartment blocks.

Manchester has an identified need for additional hotel accommodation and the city centre has been identified as the most appropriate location for this type of development. The proposal would re-use of a long standing brownfield site which has a negative impact on the surrounding townscape efficiently. It is considered on balance that the level of impact and the public benefits to be derived weigh heavily in favour of the proposal.

Wind

The effect of development on the wind environment at street level can have an impact on how comfortable and safe the public realm is. If it is not possible to design out all the risks associated with the wind environment, mitigation measures should minimise risk or discomfort. A Desk Study has assessed the wind environment in terms of UK industry standard. The study has considered the massing and exposure of the scheme in conjunction with long-term wind climate statistics. It draws on extensive experience in the assessment of wind flows, gained from wind tunnel testing of similar schemes within similar urban settings. The impact of topography, building shape and climate on wind condition around the site has been carried out and informed of the need for mitigation measures. It includes buildings being constructed close to the site and committed schemes which might contribute to any impact. The significance of any effects is assessed based on the suitability of wind conditions against the current or planned pedestrian activities.

The proposal is substantially sheltered from prevailing winds by surrounding developments. Its upper levels are exposed to higher-level winds from the west - south- west and northeast, however the severity of any resulting downdraughts is limited by the extent of exposed facades and the relatively modest height of the building. As a result, the proposal is expected to have negligible effect on pedestrian level wind conditions with regards to pedestrian safety, and conditions in and around the site are expected to rate as safe for all users.

The entrances to the hotel reception and bar / restaurant are within a corner recess on Charles Street. The susceptibility of this area to accelerated winds around the corner has been addressed by the provision of a porous screen extending from the corner, beneath the outer edge of the undercroft to ensure that the entrances are suitable for pedestrians.

Overall the Proposed Development is expected to have negligible effect on pedestrian level wind conditions within the surrounding area and negligible cumulative effects with consented future surrounding developments are expected.

Air Quality

An Air Quality Assessment relating notes that during construction dust and particulate matter may be emitted into the atmosphere 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 (AQMA), which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from more vehicle movements. The proposal would result in the removal of 40 parking spaces. The hotel would be car free and would not significantly affect air quality. A condition would ensure that emissions from energy and/or heating plant would not impact on local air quality.

The development would not result in any significant air quality issues subject to any mitigation in discharge of conditions to be attached to any consent granted.

Noise (including façade reflection) and vibration

During construction, there is potential for short-term major 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 glazing would create acceptable internal noise levels. The level of noise and any mitigation measures required in relation to the operation of the ground floor bar and restaurant any plant and ventilation should be controlled through a condition.

The results of the noise calculations show an increase in noise levels on the façade of The Principal Hotel of <1dB when compared with the currently existing situation, which would be imperceptible and can be considered negligible.

The hotel would help to screen Circle Square with a reduction in train noise. The proposal would not increase noise levels from the railway or from road traffic on Charles Street, at Oxford Place. The design incorporates measures to minimise the potential for noise reflection off the façade. These include: the use of a patterned precast concrete panels from floor 7 upwards while the lower floors are a rough concrete finish; The inclusion of an angled façade to create a reflecting plane to reduce direct reflections to the hotel opposite; and, the detailing of the façade is textured. The Head of Environmental Health has raised no concerns in relation to the potential for unacceptable levels of impact from Reflective Noise.

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 Reception Survey has been prepared based off field work including inspection of buildings within the shadow zone notes that there are no satellite dishes or antennas facing the Winter Hill transmitter. Circle Square to the south includes tall buildings, including a 36-storey tower, between the proposal and buildings within the site's shadow. This would minimise the impact of the proposal on TV reception areas to the south. The proposal is expected to have a neutral impact upon local television reception and no mitigation is 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 CABA and English Heritage Guidance and Impacts on the Local Environment.

The impact on daylight levels within some adjacent rooms would exceed BRE guidance but this has to be considered in a city centre context. Such impacts also need to be weighed in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABA 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. Greater Manchester Police 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 regional importance in relation to several sets of early to mid-19th century buildings of different types and functions. They have recommended that the remains should be evaluated through trial trenching, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance and this should be a condition of any consent granted.

Waste and Recycling

There would be dedicated recycling and refuse areas in the ground floor. The hotel management would be responsible for moving the refuse bins to the collection areas on Mallard Street and the Viaduct elevation 3 times a week. Level access would be provided between the bin store and the public highway with dropped kerbs 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 Drainage Strategy

The majority of the Site falls within Flood Zone 2 (medium risk) with a small part of the north east corner within Flood Zone 3A (high risk). There is a planning requirement to account for climate change in the proposed design based on guidance from the Environment Agency and the Lead Local Flood Authority. The proposal includes flood risk mitigation. The bedrooms mean that the development is classified as 'vulnerable, and considerations in relation to a Sequential and Exception Tests are necessary.

The Exception Test considers the vulnerability to flood risk and must demonstrate that:

- There are sustainability benefits that outweigh the flood risk and;
- The new development is safe and does not increase flood risk elsewhere

The Sequential Approach is a risk-based approach aims to direct the most vulnerable types of development towards the areas of least risk within the site.

Sites are not precluded from development purely based on risk where that risk can be appropriately managed. Therefore, the City Council do not require a sequential test as set out in the NPPF, but rather, require that at any development classed as 'vulnerable' is situated in the least vulnerable areas. The Site's city centre location and previously developed nature mean it is well suited for the proposal. It would

support council's overarching growth aspirations and make the best use of what is effectively a windfall site.

In terms of the highest modelled water level on site for the 1 in 100 + Climate Change event. To manage that risk the finished floor level (FFL) of the building has been confirmed as acceptable by the Environment Agency. Flooding from the River Medlock would remain a risk due to the proximity of the site. The flood waters would be allowed to enter the building so as not to impact upon the existing storage areas to reduce this risk. Other mitigation methods include flood doors to the substation and raising sensitive equipment and kit above the anticipated flood level. As the flood risk is managed and safe and dry access and egress is achievable, the risk is deemed acceptable.

Flood risk from other sources is considered low and acceptable with mitigation. The development does not increase the impermeable area, surface water flows are restricted to less than existing and there is no loss of flood storage as storage is provided beneath the building and does not increase flood risk elsewhere.

The flood risk is considered to be acceptable. The proposal is safe, does not increase flood risk elsewhere and would therefore meet the Exception Test.

SUDS are being considered for both water quantity and water quantity and would be confirmed upon completion of a feasibility review. The proposal would not increase impermeable area and surface water runoff restricted to the permitted flow granted by United Utilities.

Limited external works are proposed and the building line is to the back of the public footpath leaving no space for swales or filter trenches. The perimeter footpath is public highway and therefore would not be altered to permeable paving.

Roof covers the majority of the site, it is therefore considered that a green or blue roof is the best option for the inclusion of Suds. The drainage strategy sets out the potential for a number of solutions on the roof which would form part of the Suds management and there is scope for a blue roof or hybrid blue / green roof option. The latter would have added benefits in terms of improving biodiversity. The final solution will be secured by way of a condition and would governed by the residual roof space once plant requirements taken into account and the capacity of the roof structure to support a particular type of roof is known.

Any increase in foul water discharge would be insignificant in flood risk and drainage terms with foul and surface water flows discharged into the public sewer network.

There is a risk of pollution to the watercourse, groundwater and drainage during construction. Good environmental practices Contractor including training to operatives should mitigate against this risk although accidental spillages cannot be ruled out completely. This requirement could form part of the requirements of a Construction Management Condition which could be attached to any consent granted.

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

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. None of the habitats within the site are of ecological value in terms of plant species composition and none are representative of natural or semi-natural habitats or are species-rich. There are no examples of Priority Habitat and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present within the site. The presence of bats is reasonably discounted.

An Ecology Report proposes 2 bird nesting boxes on the north facing plant room, or if this conflicts with equipment it could be on a purpose built wall elsewhere. This would be a condition of any consent granted. The pavements around the site aren't wide enough to accommodate trees. There are potential biodiversity benefits that would be derived from the inclusion of a green or green/ blue hybrid roof as detailed above.

The opportunities to increase green infrastructure and habitat expansion is limited but some could be realised as part of the Suds management.

Contaminated Land Issues

A phase 1 Desk Study & Phase 2 Geo- environmental Report have assessed geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports conclude that site remediation is not necessary. A watching brief should monitor the situation during the site preparation process. The site presents a low risk to future users and construction workers.

Disabled access – The building would be accessible to all and is designed to meet accessible standards. All feasible and practicable measures have also been incorporated into the design. 14 rooms would be fully accessible. Escape stairs and internal ramps, internal doors, the entrance area and door, the reception area and business suite refreshment area would be fully compliant. Provision for disabled parking has been covered earlier in this report.

Ceiling track hoists would be included within 2 of the accessible rooms and there would be 2 mobile hoists on site. A condition would require the level of demand to be monitored for a 12 month period to establish if further hoists are required.

Local Labour - A Local Labour Agreement document confirms that opportunities would be maximised and this would be secured by planning conditions. The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

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

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 this part of the City Centre, which would increase local expenditure and in particular, in the independent cafes, bars, restaurants and shops close to the Site;
- Promote regeneration in other areas of the City Centre and beyond;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions through the building design. It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted.
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts 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; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner

Response to Panel Comments

The majority of the comments have been dealt with above, however the following is also noted:

The north east façade faces the viaduct, which from an acoustic and operational basis, presents a constraint to large expanses and / or numbers of windows.

Response to Objectors comments

The majority of the comments have been dealt with above, however the following is also noted:

- The need for any mitigation required by the EIA Regulations (2017) has been considered and would be secured through conditions.
- Sufficient information has been submitted about potential detrimental / adverse impact on surrounding neighbours, heritage assets and protected species to enable the Planning and Highways Committee to determine the application based on this report and Officers recommendations.
- The application description and submitted documentation and the actual proposals are consistent. It is not unusual common for the Local Planning Authority to amend the description to reflect what it considers to be the most appropriate summary of the proposal. The only two elements that have changed is how the proposed height is described and the details of the proposed ancillary uses. The description of the development is correct in terms of the number of storeys (or plant level) proposed. The second change simply includes reference to the technical Use Classes associated with the ancillary

uses, thereby providing additional detail. The Description ensures the summary of what is proposed is as clear as possible. Ultimately, the details of the proposal are comprehensively set out and described within the submitted documentation, which ensures there can be no doubt of what is proposed.

- The southern, Charles Street elevation is viewed obliquely at pedestrian level, with the lower tier (ground level 06) providing the interaction to the streetscape. The number of windows within the lower tier has been increased from 20 to 30. The ground and first floor would contain approximately 42% glazing and 58% Solid with double height windows. The scheme will improve the environment on Charles Street and a S106 for improvement works is not required. Any S106 for the whole of Charles Street would need to be coordinated in conjunction with other applications coming forward in the area.
- The building was put up for sale and the sole leaseholder has elected to surrender their lease from September 2019, when the building becomes vacant. The inadequacies of the building have been set out above. There is no information about the number of people who employed full time. The Manchester Business Centre's website, suggests that the centre is used for seminars and short term office space. This suggests that the number of permanent staff employed on-site by MBC will be low, as the business depends on re-letting the space to third parties on a temporary basis. In the light of the lack of available detail on existing employment numbers, the applicants have used the HCA's Employment Density Guide (3rd Edition) to estimate employment based off an approximate total floorspace (GIA) of 930 sq. The maximum employment density identifies a maximum figure of 77 FTE jobs, which would only be possible if the building was fully utilised. In reality, the actual employment density is likely to be lower.
- There are 2,234 car parking spaces within 500m and planning permission for a further 1,091 spaces at Circle Square. The closest is 150m with 244 spaces. This car park is open 24 hours a day and is accessible by wheelchair. It is considered that there is sufficient car parking capacity within the local area.
- Mouncey Street will be stopped up to support the redevelopment of the Site. Mouncey Street only provided access to a service yard and now the surface car park. It would not be possible to achieve the comprehensive redevelopment of the Site without stopping up the highway. The City Council's Highways Team have agreed in principle to the stopping up.
- A further round of notification took place after the submission of a Façade Reflection Report. It concludes that baseline levels differ between ground level and 4th floor level due to the effect of the railway. Measurements were taken at ground level and at an elevated position above the viaduct. It is considered that the baseline noise level has been adequately assessed and the Head of Environmental Health has not raised any concerns.
- Plant would be specified in accordance with relevant air quality criteria.
- The bar and restaurant use would be ancillary to the main hotel. The bar/restaurant element would comprise 375 sq. m i.e. 3% of the overall floorspace. These ancillary uses are only accessible from within the hotel with access gained through the lobby via the main entrance off Charles Street. The hours of operation for the restaurant and bar are not known and would be a pre-occupation condition.

Cumulative impacts A cumulative impact assessment has considered whether there are any significant major, moderate, minor or negligible impacts on the environment during the construction and operational phases of development.

During construction there will be some minor / moderate adverse and minor / major adverse impacts on neighbouring residential properties. This would be short term arising from noise and vibration potential dust impacts during construction works. Impacts from construction would not be significant provided appropriate mitigation is put in place. There would be no significant effects on the highway network to local streets and key roads (construction and operational)

The cumulative impacts to designated and non-designated heritage assets would be negligible (construction) and negligible to minor adverse (operational). All impacts on views, visual setting and townscape would be negligible to minor adverse with the main effects being on views and setting of the Principle Hotel and Lass 'o' Gowrie pub.

There will be minor moderate adverse (construction) and moderate to major beneficial (operational) impacts on water resources. Impacts on sunlight and daylight levels would be negative to moderate adverse (construction) and negative to moderate adverse (operational). Impacts of wind would be negligible to minor adverse (operational) and negligible impacts from commercial plant and equipment and cumulative noise from use of new commercial premises, including music and patron noise (operational)

The impacts relating to the construction phase are temporary and predictable. The cumulative effects of the operational phases would not be unduly harmful.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning condition. Overall given the densely developed City Centre location with mitigation as described in this Report it is considered that there will be no unduly harmful cumulative impacts as a result of this development

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 proposals would be consistent with a number of the GM Strategy's key growth priorities. It 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 proposed whilst avoiding any substantial harm to the setting of adjacent listed buildings or the adjacent Whitworth Street Conservation Area.

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

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 Head 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 10227-A-B5D8-G100-XP-AL-001 and 10227-A-B5D8-G100-XP-AL-002;

(b) Dwgs 10227-A-B5D8-G200-XP-AL-001, 10227-A-B5D8-G200-P-00-001, 10227-A-B5D8-G200-P-MZ-001, 10227-A-B5D8-G200-P-01-001
10227-A-B5D8-G200-P-02-001 R01, 10227-A-B5D8-G200-P-07-001, 10227-A-B5D8-G200-P-12-001, 10227-A-B5D8-G200-P-16-001,
10227-A-B5D8-G200-P-RF-001, 10227-A-B5D8-G200-P-RF-002, 10227-A-B5D8-G200-E-N-001 R01, 10227-A-B5D8-G200-E-E-001 R01,
10227-A-B5D8-G200-E-S-001 R02, 10227-A-B5D8-G200-E-W-001 R01, 10227-A-B5D8-G200-S-AA-001, 10227-A-B5D8-G200-S-BB-001, 10227-A-B5D8-G200-S-CC-001, 10227-A-B5D8-G200-S-DD-001, 10227-A-B5D8-G251-D-TY-001 R01, 10227-A-B5D8-G251-D-TY-002 R01,
10227-A-B5D8-G251-D-TY-003 R01, 10227-A-B5D8-G251-D-TY-004 R01, 10227-A-B5D8-G251-D-TY-005 R01, 10227-A-B5D8-G251-D-TY-006 R01, 10227-A-B5D8-G251-D-TY-007 R01;

(c) Stopping up area 10227-A-G200-SK-203 ;

(d) Demolition 10227-A-B5D8-JC20-P-00-001;

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

(f) Recommendations within Shed Flood Risk Assessment dated Nov 2018 as amended by dwgs C0001 S2-1 (Proposed Drainage Strategy) and C0006 S2-2 (Flood Storage GA);

(g) Measures detailed within JH Partners Energy Strategy Report dated 07-02-19 and SAL Environmental Standards Statement and BREEAM Pre-Assessment Rev. B 18.1.2019;

(h) GEOENVIRONMENTAL APPRAISAL of land at CHARLES STREET, MANCHESTER Prepared on behalf of Logik Developments (Charles Street) Limited Report 6027/1A January 2019 by Calabrian and Certificate of Calibration dated 18 05 18;

(i) Waste Management and Servicing Strategy by Curtins Ref: 70489-CUR-00-XX-RP-TP-003 Revision: V03 Dated: 28 January 2019 as amended by Dalata Waste Management Plan stamped as received on 12-04-19;

(j) Recommendations and mitigation measures as set out within the Environmental Statement: Land at 60 Charles Street and adjacent car park, Manchester February 2019 and associated Appendices;

(k) Deloitte's e-mail dated 17-05-19 in relation to ceiling hoists and mobile hoists for disabled people;

(l) James Hind's e-mail dated 15-05 19 in relation to materials.; and

(m) DESIGN INTENT - QUALITY NOTE within PLANNING SUBMISSION
ADDENDUM PANELLISATION DESIGN INTENT | MAY 2019
10227-A-B5D8-RP-ADM-002 | 00 by SimpsonHaugh

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

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

The approved Method Statement shall be adhered to throughout the Demolition period.

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

Reason: To ensure that the appearance of the development is acceptable and 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.

Any further development must not compromise any existing remedial measures previously installed at the site as part of planning permission . Upon completion of the works, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to ensure that the existing remedial measures have not been compromised.

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. Additionally, that the current works shall not compromise the protection afforded by earlier remedial measures the existing development has had installed as part of planning permission ****. 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) 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 residential premises first commences.

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

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

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

- Utilisation of green/blue roof solutions as per the Flood Risk Assessment and Drainage Strategy. Shed, Jan 2019);
- 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 - Hydraulic calculation of the proposed drainage system;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- 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) Prior to the commencement of development a programme for submission of final details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries; and
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of bat boxes and bricks, bird boxes and appropriate planting;
- (c) Green / Blue Roof

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.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

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 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 plant or externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band 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 implemented prior to occupancy and shall remain operational thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26

13) Before the development commences a scheme for acoustically insulating and mechanically ventilating (a) the hotel and (b) the bar / restaurant against noise from adjacent roads and railway line and any noise transfer from the bar/ restaurant 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 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 and 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.

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

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. A phased programme and methodology of investigation and recording to include:
 - a. archaeological evaluation through trial trenching
 - b. dependent on the above, targeted open area excavation and recording
 - c. A programme for post investigation assessment to include:
 - d. production of a final report on the significance of the below-ground archaeological interest.
2. Deposition of the final report with the Greater Manchester Historic Environment Record.
3. Dissemination of the results of the archaeological investigations commensurate with their significance.
4. Provision for archive deposition of the report and records of the site investigation.
5. 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 the Crime Impact Statement Version C dated 29-01-18. 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) Prior to commencement of development 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) No development approved by this permission shall commence until the details and position of the compensatory void storage openings have been submitted to the LPA. The void openings shall provide a minimum of 3m² of open area to the façade in the areas shown on SHED drawing no. C0006 rev S2-2.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To ensure risk is not increased elsewhere by displacement of flood water

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

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

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

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

21) 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.

22) Prior to implementation of any proposed lighting scheme details 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.

23) 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.

24) 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.

25) 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. 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) (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).

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

For the avoidance of doubt this shall include the following:

- a. Relocation of 2 x parking bays and existing pay machine;
- b. Relocation of existing bus stop (subject to necessary consents);
- c. Proposed layby on Mallard Street;
- d. Vehicular crossovers reinstatement/new and resurface footways (in York Stone or another similar high quality material) around the perimeter of the site on the Charles Street, Mallard Street, York Street and Viaduct facing street (where the use of an alternative material can be considered due to it not being a principle route); and
- e. Installation of dropped kerbs are required on Mallard Street, with a build-out of the footway to increase the capacity of the footway adjacent to delivery entrance point (for the avoidance of doubt tactile paving and dropped kerbs should be implemented where appropriate to cater for pedestrian movement)

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element within the final phase of the development hereby approved and thereafter retained and maintained in situ.

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

29) The development hereby approved shall include for full disabled access to be provided to all areas of the hotel 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 365.

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 Polices DM1 and SP1

34. On commencement of the hotel use provision of hoists within the rooms for disabled people shall be on the basis of 2 track hoists and 2 mobile hoists. Final details of the number of mobile and ceiling mounted hoists shall be submitted to an 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).

Informatives

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

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

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

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

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

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: 122644/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national

planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

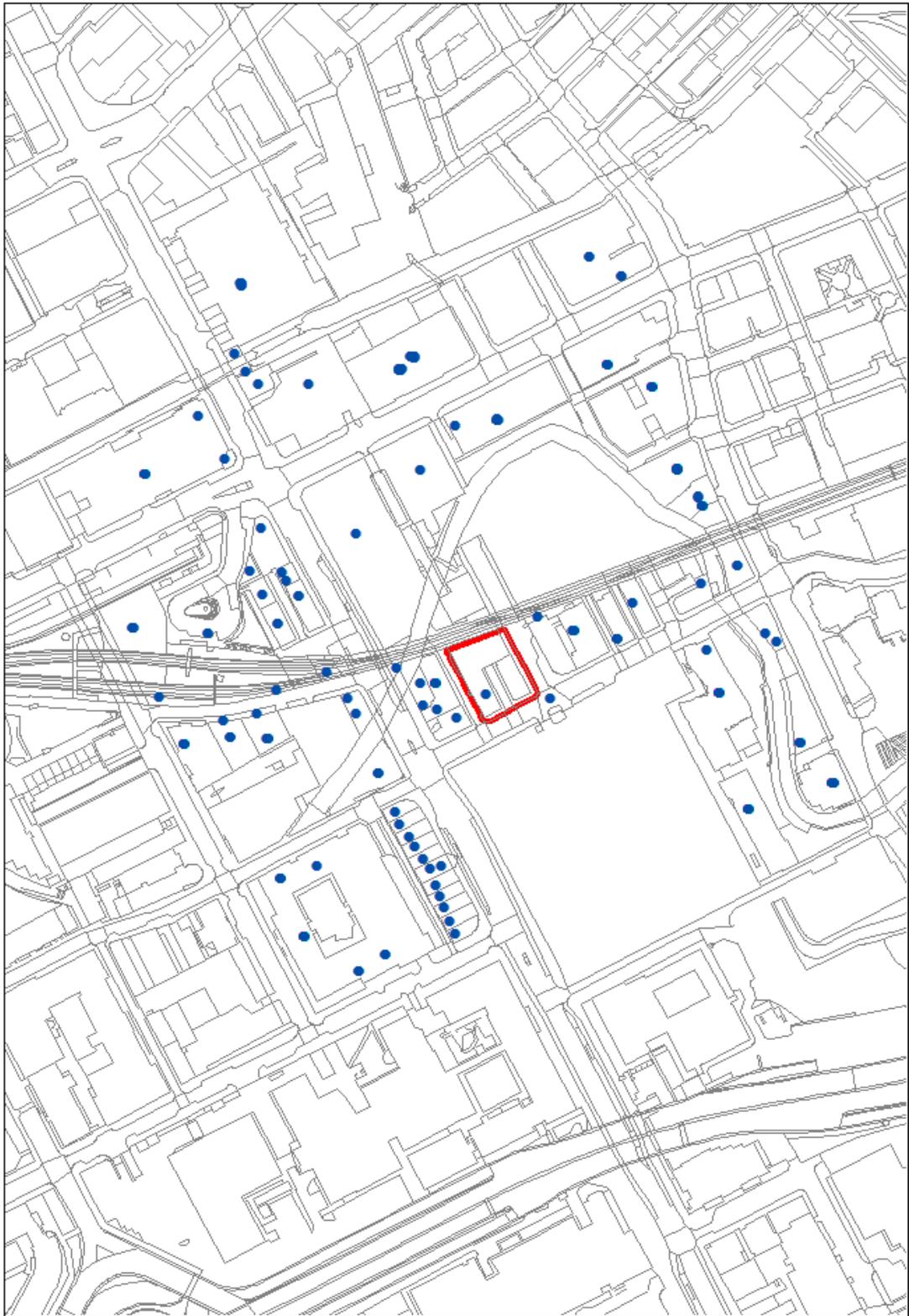
Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
City Centre Renegeration
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit
Wildlife Trust
Greater Manchester Pedestrians Society
Network Rail
Planning Casework Unit
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Civil Aviation Authority

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:

Refuge Building Oxford Road, Flat 33, Oxford place 7 Oxford Road Manchester
and Apartment 77, Grove House 35 Skerton Road MANCHESTER

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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