Application Number	Date of Appln	Committee Date	Ward
123522/FO/2019	14th Jun 2019	19th Sept 2019	Deansgate Ward

Proposal Alterations to Pearl Assurance House associated with its conversion to a proposed hotel in conjunction with proposals which also include a 7 storey extension to the rear of the site and a 2 storey extension to the roof (to replace existing 6th floor) to create a hotel (Use Class C1) with 70 bedrooms, rooftop bar (Class A4), a rooftop plant enclosure and ancillary accommodation (basement and ground floor) together with access and servicing proposal, external alterations and associated works.

Location Pearl Assurance House , 25 Princess Street, Manchester, M2 4HH

Applicant Mr Robin Horton , Greenlane Properties (Stockport) Ltd, Grampian House, 144 Deansgate, Manchester, M3 3EE,

Agent Mr Drew Lowe, Stephenson Studio Ltd, 3 Riverside Mews , Commercial Street, Manchester, M15 4RQ

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 22nd August 2019 to enable a site visit to take place.

Description

This six storey building is bounded by Princess Street, Bow Lane, Clarence Street and the Grade II Listed 31 Princess Street. It is in the Albert Square Conservation Area.

It was constructed as an office with shops at the ground floor between 1952 and 1956 and designed by local architects Beaumont & Sons for the Pearl Assurance Company. It has Portland Stone cladding to the Princess Street, Clarence Street and part Bow Lane elevations. It is not listed but is a non-designated heritage asset and makes a positive contribution to the conservation area. There is a narrow strip of land to the rear on Bow Lane that has been used for car parking. Bow Lane is a narrow street that is used to service some properties.

The building is opposite the Grade I Listed Manchester Town Hall **(1),** which is one of Manchester's most significant civic landmarks. Other listed buildings within the immediate area are 31 Princess Street **(3)** , 10 Kennedy Street **(4)** 6 to 8 Clarence Street and 1 Clarence Street known as the Northern Assurance Building **(2)** all Grade II Listed and the Grade II* Listed 14 Kennedy Street **(5)** known as the Old Law Library. Other listed buildings within the setting include 61 Cross Street and 1 Albert Square both Grade II Listed.

The building fronts Albert Square which contains the Grade I Listed Albert Memorial and the Grade II Listed Jubilee Fountain and Bright, Heywood, Gladstone and Fraser statues.

Surrounding uses include shops, offices, hotels, bars, restaurants, financial and professional services, cafe, library, art gallery and the Town Hall Complex.

The building would be extended and converted to a 70 bed hotel (Use Class C1) on the upper floors with a reception lobby, bistro, meeting room, storage, kitchen and plant area within the ground floor and basement. There would be a rooftop bar (Use Class A4) on the 7th floor. A 7 storey extension would be erected to part of the Bow

Lane elevation with a single storey extension along the rest of its length and a 2 storey roof top extension. The hotel has been designed for a specific operator, Malmaison trading as Hotel du Vin.

The proposals also include the following works to the existing building:

- Cleaning of the façade with a mild detergent wash.
- Refurbishment of the original single glazed windows, and the provision of slim line aluminium framed secondary glazing.
- Replacement of the non-original entrances to Princess Street and Clarence Street with full height windows.
- Retention of the original door to Princess Street.
- Removal of all non-original alarms, door mechanisms and other detritus.
- Creation of a new entrance on Clarence Street with canopy above between the existing and new extension.
- Partial demolish of the Bow Lane façade and infill with the new build extension.
- Removal of the externally mounted air handling units from the Bow Lane elevation.
- Removal of all existing signage and replacement with new hotel signage.
- Removal and replacement of the non-original windows at ground floor level.

The hotel entrance and a drop off/pick up zone would also be provided on Clarence Street. A service entrance is proposed on Bow Lane. Five secure cycle parking spaces would be provided within the basement. No car parking would be provided.

An internal waste store would be accessed from Bow Lane. Internal service risers would be provided with an integral plant area located on the 7th floor. A slim band of louvres is proposed at ground floor on Bow Lane.

Consultations

Publicity – The application was advertised in the local press as affecting the setting of a listed building and as affecting a conservation area. A notice was displayed on site and letters were sent to surrounding occupiers. 3 objections and 1 representation have been received.

The owners of the Old Law Library have been in discussions with the applicants who have agreed to modify the scheme in a manner that addresses their concerns and they have now withdrawn their objection to the Planning Application.

The 3 objections are summarised as follows:

The loss of four car parking spaces on Bow Lane is a concern;

It is very difficult to see how access to Bow Lane will be maintained, vehicular access is required 24 hours a day seven days a week to service the two garages, which are part of 16 and 20 Kennedy Street and the other three garages. Additionally, the car park entrance to the Princess Street office block that houses Tesco among others is accessed via Bow Lane.

This arrangement on Bow Lane is unacceptable, particularly with the narrowing of Bow Lane by bringing the building forward. There is a huge existing problem with the coffee shop, Tesco and Costa Coffee storing bins and containers on street and blocking access for vehicles. Refuse trucks also cannot access Bow Lane and the plan in the application is inadequate to cope with this proposal. The hotel should have internal storage for waste.

There should be a requirement that 24 hour access is maintained on Bow Lane. Bow Lane is too narrow and deliveries should be made on Clarence Street or Princess Street. Kennedy Street is constantly blocked by an articulated lorry servicing the hotel on Kennedy Street.

Hotel and Licensed premises are inappropriate for the location.

Deliveries and staff smoking will take place on Bow Lane creating noise as seen at the existing hotel on Kennedy Street.

The rear extension and rooftop plant is not specified and there is no acoustic report. Ventilation, waste smells from kitchens and bathrooms and drainage aren't adequately detailed and there is no consideration on how they will affect the occupiers of Bow Lane and no details of where they would discharge. There is no consideration within the application on the noise generated in the plant room.
There would be loss of light to the offices on Kennedy Street due to the increase in height and the infill.

Clarence Street is too congested with taxi and guest pick-ups and drop offs to be used for the main entrance. Parking is restricted on Clarence Street and the proposals will make it harder to access properties in the area.

There is no construction and demolition plan in the application. It will be difficult to work in our office while the construction works are taking place. 16 Kennedy Street would be over sailed if a crane is needed.

The development would screen most of the clock tower of the Grade I listed Town Hall from King Street, Pall Mall and Clarence Street. The heritage statement acknowledges that there is a minor adverse impact on the setting of the Town Hall, but then contradict this later in the statement by saying that the impact of the proposals are considered to be largely neutral upon the setting of the identified heritage assets and no harm is caused.

The proposals would cause harm to the setting of the Town Hall, which is the most important building in Manchester. This must be addressed against Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and paragraph 196 of the NPPF.

The proposals damage the high quality design intent of the existing building, which currently makes a positive contribution to the significance of the conservation area and is special in its own right. It damages the strong and consistent datum to Princess Street linking with Albert Square and aligning with the cornices of historic and listed buildings. The extended building would be much taller and breach the continuity of heights in this location.

This statement does not assess the impact on or the significance of the Grade II Listed Ship Canal House or the contribution made by its setting. This should have been considered as it was designed to be viewed from Albert Square and the proposed rooftop extension will partly conceal it.

The modern monolithic design rises significantly higher than the adjacent buildings. The Bow Lane and Clarence Street elevations are largely blank and are visible from the approach to the Town Hall from Clarence Street, Princess Street and John Dalton Street.

The building would appear as an incongruous and overbearing feature in the street scene. It is clear that it won't sit comfortably in his location containing the rich architectural forms of the City's best heritage assets.

<u>One representation has also been received and is summarised as follows:</u>

It is not an objection but identifies practical or operational concerns about the relationship between the proposed hotel and its neighbours. This is a densely developed part of the City Centre core, where existing streets have had to be reconfigured, where traffic and service management regimes are already in place and where all vehicle movements face the additional influence of city centre Metrolink lines.

Our building on Clarence Street provides 1,627sqm of office space. It accommodates nine companies and twelve car parking spaces, which are used regularly and are available to occupiers 24 hours a day, seven days a week and must be accessible at all times.

The building is serviced by four waste collections a week, regular maintenance and frequent deliveries.

The property has been recently refurbished and offers first class building amenity including a dedicated concierge, DDA compliance, lift, high quality WCs and showers, bicycle racks and intercom and is located in a desirable office location. Redevelopment in this dense urban area must be carefully designed with a clear understanding of how highway and servicing impacts of construction and operation will be mitigated, monitored and managed over the long term.

The roads are narrow and the building is adjacent to a junction and stationary traffic often backs up along Clarence Street, making it difficult for those trying to exit our client's car park. This is particularly problematic at peak times. Due to the one-way system vehicles can only exit the car park in one direction and on-street parking further exacerbates these issues.

Although the area is well connected by public transport, the impact additional vehicles at the hotel and disruption from taxis dropping off guests, needs to be considered and mitigated, particularly as the main entrance and drop-off/pick-up is on Clarence Street, and would use existing on-street parking spaces.

The narrow roads and proximity of intensively occupied offices and busy restaurants mean that deliveries are already problematic with vehicles routinely blocking the entrance to the car park due to a lack of loading bays and the density of businesses.

The hotel could cause greater problems which impact on the efficiency of the operations of local businesses. The timing, frequency and location of deliveries and drop-offs needs to be carefully considered and conditioned. Although deliveries are to be made to a service entrance on Bow Lane, it can only be accessed from Clarence Street.

We are keen that appropriate highways, servicing and drop-off provision is made which enables the proposal to be successfully delivered and to thrive along with existing businesses. This would take the form of stringent conditions which could include:

- Restrict delivery and servicing operations to periods which will not overlap with those of existing businesses i.e. in the very early hours;

- 'No stopping' zones at the access to existing car parks to ensure their use is not restricted, to be delivered through Section 278 agreement;

- Resequencing of traffic lights to allow a greater flow of traffic from Clarence Street, particularly at peak times;

- Green Travel Plan to encourage use of sustainable transport modes including the existing taxi rank on Albert Square, to minimise stopping vehicles on Clarence Street.

Manchester Conservation and Historic Buildings Panel – Commented that the proposed design approach to follow a robust modern intervention was felt to be the right stylistic approach, however it was considered that adding two full storeys due to their height and bulk would impact on the surrounding townscape and views towards the Town Hall and its setting. It was suggested that the impact could be mitigated by a reduction in height and by setting back the extension.

Historic England – Manchester Town Hall is of the highest significance in every sense, both to the city of Manchester and nationally as one of the high points of Victorian civic architecture. It occupies a tight triangular site and was skilfully designed by Alfred Waterhouse. Externally it is noted for the controlled power and subtle asymmetry of its gothic architecture, with a bristling skyline of turrets, spires and chimneys, reaching its climax with its soaring clock tower rising 286ft (87m) high. Architecturally, there is no finer expression of the city's confidence and civic awakening from its rapid industrialisation in the 19C. It is a grade I listed building that fronts the city's key civic space, which contains the grade I Albert memorial and other important statues. Princess Street is one of the city's finest thoroughfares with many late 19C buildings of exuberant style and character. The Town Hall is situated in the Albert Square Conservation Area.

This proposed two-storey roof extension is immediately north of the Town Hall and therefore a highly sensitive location in heritage terms. The building is in a restrained modernist style characteristic of the immediate post-war period, contrasting with the Town Hall and other buildings on Princess Street with its light-coloured Portland stone. The extension is designed in a sympathetic contemporary design and subtly reinterprets the style of the existing building, providing some welcome enhancement. In terms of the setting of the Town Hall and listed structures within Albert Square, the proposals are of appropriate scale, with the resulting building providing a more positive backdrop that is well related to its other neighbouring buildings on Princess Street.

The one area of conflict is the view from Pall Mall where the delightful view of the Town Hall clock would be lost and the impact worsened by the uninspiring blankness of the extension's upper storey. While the view is part of the setting of the Town Hall, allowing its comparative scale with neighbouring buildings to be appreciated, it is inevitably of less significance than more direct views of the Town Hall from Albert Square where Waterhouse's composition can be considered as a whole. However, as an incidental view it is clearly important in townscape terms and contributes to the varied character and appearance of the conservation area. We recommend that the Council seek the advice of their Conservation Team to assess whether the resulting harm to the conservation area is justified, bearing in mind this falls outside of our remit in this case.

We have no objection to this application in terms of its impact on the setting of the Grade I Town Hall and Queen Victoria Memorial. The Council should ensure that the impact on incidental views within the conservation area are carefully considered.

Historic England has no objection to the application on heritage grounds. Your authority should take these representations into account in determining the application.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections and have recommended conditions: to limit servicing and construction hours; agree the proposed opening hours; agree a revised scheme for air quality management, agree a scheme for the acoustic insulation of the commercial uses and the associated plant and equipment; implementation of the waste management strategy, agree the contaminated land treatment and, agree a scheme for fume extraction.

Travel Change Team, City Policy – Advised that this is a sustainable location and they have produced a good travel plan. Note there is cycle storage in the basement, and no car parking is proposed and suggest that the travel plan is approved as submitted and its implementation is secured through a standard condition.

Flood Risk Management Team - Have recommended conditions to require the submission, agreement, implementation and management of surface water drainage works.

Strategic Development – No comments received.

City Centre Regeneration - No comments received.

Highway Services – Recommended that contract parking arrangements are entered into with neighbouring multi storey car parks to cater for vehicles associated with the hotel. The redevelopment of Albert Square would prevent drop off/pick up adjacent to the hotel and It is recommended that the loading bay adjacent Piccolino is used for this purpose instead. Further information is required in relation to the size of servicing vehicles and it could be that smaller vehicles are used for waste collections. Conditions are required re the full implementation of the travel plan, an event management strategy and a construction management plan.

Greater Manchester Ecology Unit – confirmed that no ecological issues were identified by the ecological consultants, who are known to them and advised that issues relating to bats and nesting birds can be resolved via an informative to protect bats and a condition to require the agreement of measures to enhance the remodelled building for wildlife.

Transport for Greater Manchester – Recommended conditions relating to a Construction Management Plan, a scheme for scaffolding and/or hoarding arrangements and a scheme for the protection or temporary relocation of the Overhead Line Equipment Building Fixing.

Greater Manchester Police (Design for Security) – Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

Greater Manchester Pedestrians Society – No comments received

Environment Agency – No comments received

United Utilities – Recommended a condition to require the submission and agreement of a surface water drainage scheme and provided advice on the procedure to gain water supply for the development, for the adoption of waste water assets by United Utilities and to maintain the level of cover to the water mains and public sewers.

Issues

Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC4 (Visitors – Tourism, Culture and Leisure), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management)

The Core Strategy Development Plan Document 2012-2027 was adopted in July 2012 and is the key document in the Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. (Spatial Principles) – The development would be in a highly accessible location and reduce the need to travel by private car and would therefore support sustainable growth and help to halt climate change.

SO2. (Economy) – The scheme would provide construction jobs along with permanent employment in a highly accessible location. The hotel would assist the development of the City's role as the main employment location and primary economic driver of the City Region.

S05. (Transport) – The development would be highly accessible, reducing the need to travel by private car and would make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. (Environment) – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) – The development would be sustainable and would deliver economic and commercial development, including retail and leisure uses within the Regional Centre. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport, maximise the City's public transport infrastructure. It would enhance the built and natural environment and provide hotel accommodation; creating a well-designed place; creating character and, reducing the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would develop a City Centre site and provide uses that generate employment. This would help to spread the benefits of growth across the City and reduce economic, environmental and social disparities. The site is close to transport infrastructure and the use would promote walking, cycling and public transport use. The City Centre is a key location for employment growth and jobs would be created during construction and in operation. The design would use the site efficiently and users and employees would have access to a range of transport modes.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe) - The development would complement existing uses and would be a high density scheme that would provide active uses as part of the hotel offer.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The hotel would improve facilities for visitors and contribute to the quality and variety of the City's hotel offer.

Policy CC5 (Transport) - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance. The development would help to improve air quality and reduce carbon emissions by being accessible by a variety of modes of transport.

Policy CC6 (City Centre High Density Development) – The extensions would use the site efficiently.

Policy CC7 (Mixed Use Development) - The hotel would incorporate active frontages, create activity and increase footfall. It would provide services for visitors and residents and would complement the Civic Quarter and Central Business district.

Policy CC8 (Change and Renewal) – The proposal would support the employment role of the City Centre and improve accessibility and legibility. It would create jobs during construction and in operation and would maximise the use of the site.

Policy CC9 (Design and Heritage) – The design would be appropriate to its context. The scale, height, massing, alignment, material and use are acceptable and would not cause unjustified harm to the setting of the Grade I Listed Town Hall or the other surrounding listed buildings.

Policy CC10 (A Place for Everyone) – Level access would be provided into the building and full access would be provided to all facilities on all levels via passenger lifts and a platform lift. Five of the seventy rooms would be fully accessible. The site is in a highly accessible, sustainable location.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its location, the implementation of a travel plan and the provision of cycle parking spaces.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes.

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal involves a high quality design which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level with the provision of active street frontages.

Policy EN3 (Heritage) - There is an opportunity to enhance the architectural qualities of the site. The development would have a positive impact on the character and appearance of the site and would not cause unjustified harm to the setting of the Grade I Listed Town Hall or the other surrounding listed buildings. The existing non-designated heritage asset would be retained, refurbished, extended and fully occupied improving its appearance and securing the future of the building.

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

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and a preliminary BREEAM assessment has also concluded that the development can achieve a 'Very Good' rating. The site is in flood risk zone 1 and generally has a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding. The application is supported by an energy statement and a Bespoke BREEAM Pre-Assessment.

Policy EN9 (Green Infrastructure) – The applicant has agreed to assess the possibility of planting street trees and a condition would be applied to the application.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy identifies that the site is within Flood Zone 1 (low probability).

EN15 (Biodiversity and Geological Conservation) – This application provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats. The identification and incorporation of these measures should be required by condition.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated. The application is supported by an air quality assessment.

Policy EN17 (Water Quality) - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 (Contaminated Land and Ground Stability) - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been submitted.

Policy DM1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- 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 application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved Unitary Development Plan Policies

Policy DC10.1 (Food and Drink Use) – The hotel would include a bistro and rooftop bar which are appropriate in this location.

Policy DC14.1 (Shop Fronts and Related Signs) - The shop fronts would reinstate the original appearance of the building. Appropriate locations for signage have also been included on the elevations.

Policy DC14.2 (Shop Fronts and Related Signs) - Level access would be provided through all entrances and exits except the original entrance, however it would be possible to access all areas of the ground floor via the hotel entrance and all levels via passenger lift.

DC18.1 (Conservation Areas) – The proposal would not have an unjustified detrimental impact on the conservation area.

DC19.1 (Listed Buildings) – The proposal would not have an unjustified detrimental impact on the setting of the Grade I Listed Town Hall or nearby listed buildings.

DC20 (Archaeology) – A condition would require the submission and agreement of a written scheme of investigation and the completion of a programme of archaeological works.

DC26.1 and DC26.5 (Development and Noise) – Acoustic assessments have been submitted.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals would comply with these principles where relevant.

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social 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:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. 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 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below:

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth and create jobs and prosperity through construction and through the operation of the uses.

Section 7 (Ensuring the Vitality of Town Centres) - The proposal would improve the character and appearance of the building and increase the number of hotel beds within the City Centre.

Section 8 (Promoting healthy and safe communities) – The hotel would incorporate a mix of uses and provide active street frontages, and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby uses within the Civic Quarter and Central Business District.

Section 9 (Promoting Sustainable Transport) – This site is close to Victoria, Piccadilly and Oxford Road railway stations, St Peter's Square Metrolink Station, Metroshuttle Services and bus routes on Oxford Road and Deansgate. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) - The hotel use would use the site effectively.

Section 12 (Achieving Well-Designed Places) –The design has been reviewed through consultation and evolution. The building would respect the historic site and the character of the existing buildings and would be fully accessible.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is in flood risk zone 1 and therefore has a low risk of flooding.

Section 15 (Conserving and enhancing the natural environment) - The potential risks of various forms of pollution, including ground condition and noise, has been considered. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment and includes measures to protect and enhance the natural environment.

Section 16 (Conserving and Enhancing the Historic Environment) - The site is within the Albert Square Conservation Area and would affect the setting of the Grade I Listed Town Hall and the nearby Grade II listed buildings. The applicant has submitted a heritage statement that assesses the impact on the surrounding heritage assets. The proposal would not have an unjustified detrimental impact on the setting of the Grade I Listed Town Hall or nearby listed buildings.

Other Relevant City Council Policy Documents

Strategic Plan for Manchester City Centre 2015-2018

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 the 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 describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as the Central Business District. This area is home to a wide range of companies of varied sizes across a range of

business sectors and is fundamental to the City remaining a business destination. The key priorities for this area are:

- Encouraging the supply of more Grade A floor space, particularly through supporting the delivery of commercial developments around the Civic Quarter.
- Co-ordinating the major transport work in the area with the commercial and public realm developments taking place.
- Implementing a strategy to continue to attract major conferences to Manchester Central. Investigating and encouraging further development and investment at the centre, including the Radisson Blu Hotel's plans for the Theatre Royal on Peter Street.
- Delivering the landmark St Michael's development, which includes proposals for a range of uses, including commercial, residential, retail and leisure amenities.
- Working with partners to finalise regeneration proposals, and bring forward development at the Grade II Listed Great Northern Warehouse.
- Delivering the Peterloo Memorial within the Civic Quarter prior to the 200th anniversary of the event.

The proposed development would be consistent with achieving these priorities as it would provide additional hotel rooms, which would support the achievement of the key priorities for the Central Business District.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential.

It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed development of the application site will support and align with the overarching programmes being promoted by the City Region via the GM Strategy through the provision of a hotel use that would provide jobs and would be easily accessed by public transport.

Manchester Green and Blue Infrastructure Strategy 2015

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

The applicant has agreed to look into the possibility of providing street trees. The site is also highly accessible by public transport to and from nearby green space. A

condition would also require the applicant to further assess the possibility of providing additional green infrastructure.

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.

The hotel would be known as Hotel du Vin and would be operated by the internationally recognised Malmaison hotel brand, who are a member of the Frasers Hospitality Group. It would provide luxury boutique hotel accommodation to complement and add to the existing City Centre hotel offer.

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, as it would have a name familiar with international tourists and would add to the variety of accommodation in the City Centre.

Conservation Area Declarations

Albert Square Conservation Area

The Albert Square Conservation Area is bounded by Princess Street, Cooper Street, Kennedy Street, Clarence Street, Bow Lane, Tib Lane, Cross Street, John Dalton

Street, Deansgate, Lloyd Street, Jackson's Row, Central Street, Manchester Central Library and Manchester Town Hall Extension.

It contains many listed buildings, including the Grade I Listed Town Hall, but also contains a number of more recent buildings such as Heron House. There is much variety in the building materials used in Albert Square. Generally buildings on the eastern side of the Square are built of yellow stone whilst those on the west side, opposite the Town Hall, are finished in red brick. This helps to emphasise the civic importance of the Town Hall.

The principal characteristic of the conservation area is the view looking east along Brazennose Street which focuses on the dominant tower of the Town Hall, framed by commercial buildings on either side.

A large amount of the Conservation Area in particular around the Town Hall and on Brazennose Street is pedestrianised.

The architectural emphasis of corners is a characteristic of Manchester buildings which contributes to the urban design character of the city centre. It is evident in the Albert Square area and its use in new developments will therefore be encouraged.

Designers should respect the architectural character of the existing historic buildings and create proposals which harmonise with them. This does not mean producing pastiche or a copy of an old building, since each building should have a vitality of its own and reflect the period in which it is built.

Upper King Street Conservation Area Declaration

The Upper King Street Conservation Area lies at the heart of Manchester's business and commercial district and aims 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 buildings are generally large and although the architectural styles vary greatly they do for the most part create a harmonious street scene.

In view of the existing excellent quality of the area any new building or extension will be required to meet a similar high standard of design. New development should generally be aligned to the back of pavement in order to preserve the linear quality of the streets. The area was designated in November 1970 and extended in June 1986

St Ann’s Square Conservation Area Declaration

The St Ann’s Square Conservation Area is in the commercial heart of the City, where almost all buildings accommodate shops on the ground floor. It was the first conservation area to be designated by the City Council on 29 July 1970.

St Ann's Square is the focal point of this conservation area. It was laid out in the Georgian period, however the Grade I Listed St Ann's Church is the only surviving building of this time. The remaining buildings are later replacements that continue to enclose the square in a satisfactory and coherent manner, constructed in various styles over a long period and creating a rich tapestry of built form.

Each new building has been designed with due regard for the existing buildings and together they create an imposing street wall. This is also true of other areas of the conservation including King Street, which has a rich variety of buildings due to the renewal and repair of individual properties over a long time period. John Dalton Street however has been subject to more radical development and few of the buildings now have the narrow frontage that characterises the remainder of the conservation area.

Encouragement of variety will help to maintain the character of the area. Where buildings need to be replaced, high quality modern designs, taking cues from the remaining buildings are promoted. Building proposals should be designed to enhance the existing quality of the built environment.

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.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

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.

The Schemes Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating this application. The City Centre is the primary economic driver in the City Region and is crucial to its economic success. It must continue to meet occupier requirements for a range of

activities and uses to improve the economic performance of the City Region. Additional hotel accommodation is part of this.

Different options including a variety of uses with different levels of intervention were considered, which involved offices or apartments.

The regeneration of St Peter's Square and the surrounding Civic Quarter has created a high quality environment and this proposal would continue this progress. This more intimate and bespoke luxury accommodation is different to that offered by the larger hotels and brands. It would support the role of the Civic Quarter and Central Business District and the wider City Centre as a tourist destination and would create employment during construction, and permanent employment within the hotel. The commercial uses would provide services, enhance the street scene and contribute to the vitality of Princess Street.

The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 118(d) and 122 of the NPPF.

The building makes a positive contribution to the Conservation Area. The proposal would add interest, provide investment and ensure the building is fully occupied. It would have a positive impact on the street scene and the Albert Square Conservation Area.

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. The supply of hotel rooms has increased significantly in the City over the past five years but 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 meet future demand. Marketing Manchester state that occupancy rates averaged 80% for 2017. Around 1,650 rooms were added to the city centre *stock* during 2018, with 1,963 to be delivered across 2019 and 2020.

The development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with the City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been addressed.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 192 identifies that in determining applications Local Planning Authorities should take into account the following considerations:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- The positive contribution that conservation of heritage assets can make to sustainable communities, including their economic viability.
- The desirability of new development making a positive contribution to local character and distinctiveness.

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.

Paragraph 197 states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

A Heritage Statement and Design and Access Statement have been submitted along with verified views and a Visual Impact Assessment. The site is within the Albert Square Conservation Area and would be seen in context with the Upper King Street Conservation Area and the St Ann's Square Conservation Area. The Grade I Listed Manchester Town Hall dominates the surrounding area and is Manchester's most significant civic landmark. The Town Hall, originally opened in 1877, is considered to be one of the masterpieces of Victorian Neo-Gothic architect, Alfred Waterhouse.

Other listed buildings within the immediate surroundings are the adjacent Grade II Listed 31 Princess Street, the Grade II Listed 6 to 8 Clarence Street, which is opposite the site and the Grade II Listed 1 Clarence Street, known as the Northern Assurance Building. The Grade II* Listed Old Law Library at 14 Kennedy Street is to the rear. The building is also within the setting of the Grade II Listed 61 Cross Street and 1 Albert Square. The building fronts onto Albert Square, a public square that hosts Manchester's major public, civic and cultural events, and has a high amount of footfall. The Grade I Listed Albert Memorial and the Grade II Listed Jubilee Fountain and the Grade II Listed Bright, Heywood, Fraser and Gladstone statues are all within Albert Square.

A Visual Impact Statement assesses the impacts of the scheme on six viewpoints.

View 1 (The Northern Side of Albert Square) the site dominates the middle view and has a prominent position within the setting of the Grade I Listed Town Hall, which is just outside of the right side of the view. The tramlines along Princess Street dilute the historic setting. This short range view highlights the variety in roofscapes, styles and materials. The French Renaissance style Grade II Listed Northern Assurance Building characterises the left side of the view. The proposals would be highly visible but the modest height and form of the extension does not change the ability to understand the setting of the heritage assets.

View 2 (North-westerly direction along Princess Street) the site is located towards the middle view and is seen in the context of the streetscape. The foreground is dominated by the tramlines, which segregate the site from the Town Hall and largely compromise the historic character of the area. The Grade II Listed Northern Assurance Building is located within the middle distance view. The buildings to the right of the view, demonstrate the varying heights and materials of the streetscape. The proposal appears as part of a street scape of varying heights and it is clear that the extended height is in keeping with the original design intent and provides an improved background to the extended roof of the adjacent Grade II Listed 31 Princess Street due to the light colour of the cladding.

View 3 (The corner of Clarence Street and Kennedy Street – South facing) the Grade II Listed 10 Kennedy Street dominates the view and the uppermost part of the Town Hall Clock Tower is visible. The view demonstrates the subservient height of the site and the adjacent buildings in the context of the Town Hall and the enclosed nature of the southern entry to Clarence Street, which frames the view into Albert Square. The Beetham Tower is visible in the far distance. The rooftop and rear extensions would be highly visible and would be seen as modest additions to the

building. The alterations to the rear would add interest to the rear of the building. The setting of the Grade II Listed 10 Kennedy Street would be preserved, however the Town Hall would be completely hidden from view, but is already largely concealed by the existing building and is not one of the better locations to view the Town Hall including the clock tower, which would be better understood from Princess Street and Albert Square.

View 4 (Central within Albert Square – North East facing) the site is evident in the middle view looking across Albert Square and is subservient to its highly decorated neighbours including the Town Hall to the right and the Grade II Listed Northern Assurance Building to the left. The composition and height of the building is indistinct, which is largely due to the glass office building at Chancery Place on Brown Street and doesn't appear as part of the historic townscape. The extension would improve on the view by giving the building a greater presence and only loosing views of the modern office development.

View 5 (Looking east from the eastern end of John Dalton Street) shows a busy pedestrianised street scape typical of the City Centre. The presence of the site is

clear in the middle distance. This view demonstrates the historic height and scale of buildings. The left side of the view contains a contemporary glass building and the right is dominated by the Grade II Listed 1 Albert Square. The Grade II Listed Northern Assurance Building and the Town Hall are located in the middle distance with the building. The varying heights, massing, materiality and style of the buildings is typical of the City Centre and the Albert Square Conservation Area. The oblique angle of Princess Street and its continuation onto John Dalton Street mean that the modest height of the extension is overlooked due to its sympathetic design and the choice of materials allowing the building to merge into the street scene without affecting the setting of the heritage assets within this view.

existing view proposed view

View 6 (The end of Pall Mall looking to the south west) shows a setting characterised by high rise office buildings. From here there is an incidental view of the clock tower of the Grade I Listed Town Hall, which dominates the middle distance of the view rising directly above the site. This view highlights the varied style and materiality that forms the immediate and wider setting of the site and depicts the building typology over time. The proposals are seen within the immediate setting of the Town Hall and the Albert Square Conservation Area. The rooftop extension partially conceals the clock tower of the Town Hall including the full extent of the clock. The building remains subservient due to the modest and complementary design of the extension. The dominant character of the Town Hall remains and the view would continue to draw people into Albert Square to fully appreciate the gothic splendour of one of Manchester's most significant civic landmarks.

existing view proposed view

The Townscape and Visual Impact Assessment concludes that the overriding cumulative impact when considered alongside the existing townscape, including the identified listed buildings and the Albert Square Conservation Area would be neutral, however the impact on the Grade I Listed Town Hall would be minor adverse.

Overall, the verified views demonstrate that the proposal would generally add a positive element to the setting and would be generally be complementary to the character of the conservation area. However, the proposal would cause less than substantial harm to the Grade I Listed Town Hall, which would be justified by the public benefits described within this report.

The impact on the significance of the Grade II* Listed Old Law Library, which is located to the rear at 14 Kennedy Street has been assessed.

The building that currently sits on the application site was constructed in 1955 and included a set back from pavement level to allow for the provision of car parking. The buildings that previously occupied the site prior to the construction of the Grade II* Listed Old Law Library were built up to back of pavement line. However, they weren't as tall as the current proposal.

Image 1: Werneth Chambers, built circa 1880 at back to pavement line replacing back to pavement housing and terraced shops. The Old Law Library (location shown in yellow) was built five years later in 1885.

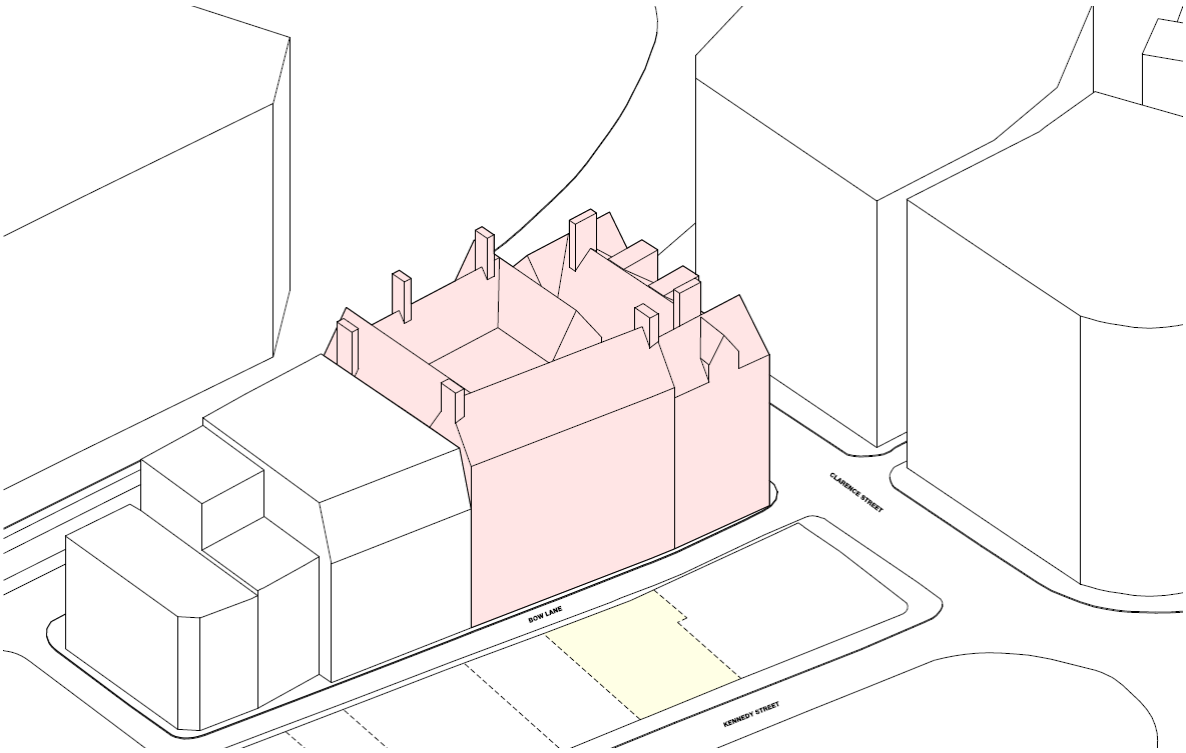


Image 2: The current Pearl Assurance House was constructed in 1955 and was set back from the Law Library increasing on the original distance from the Old Law Library.

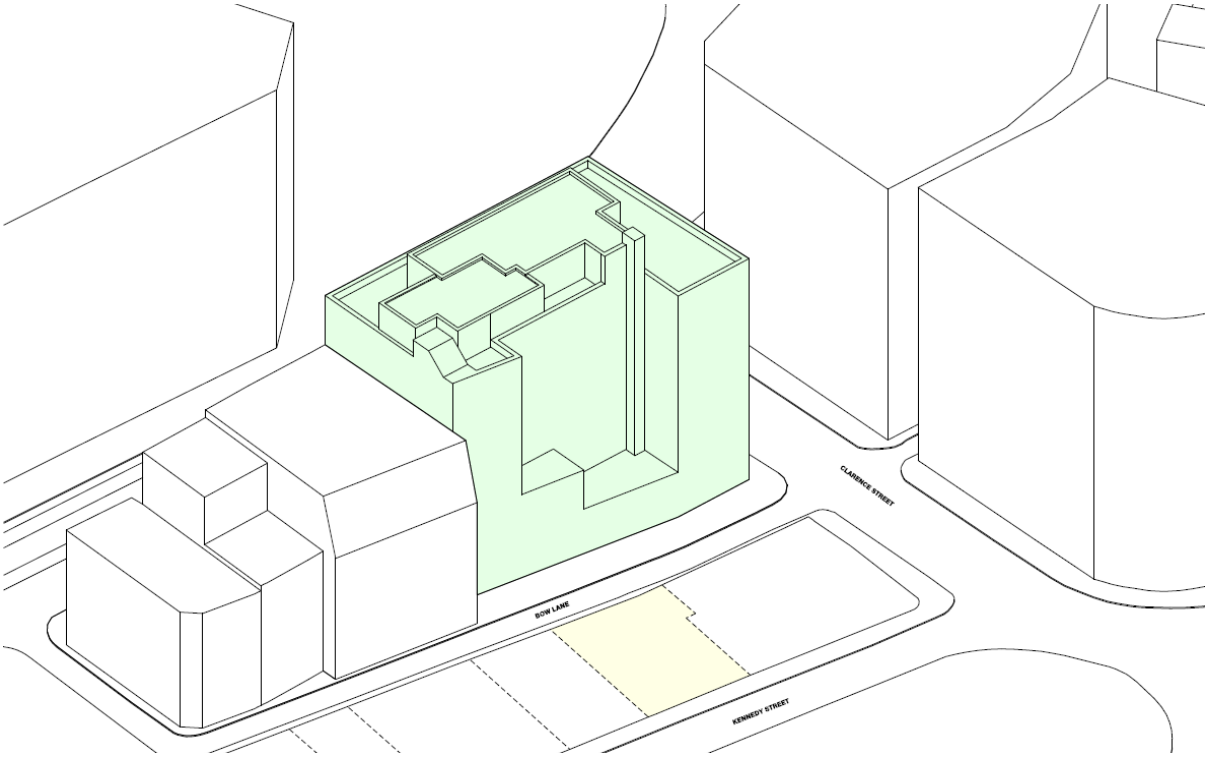
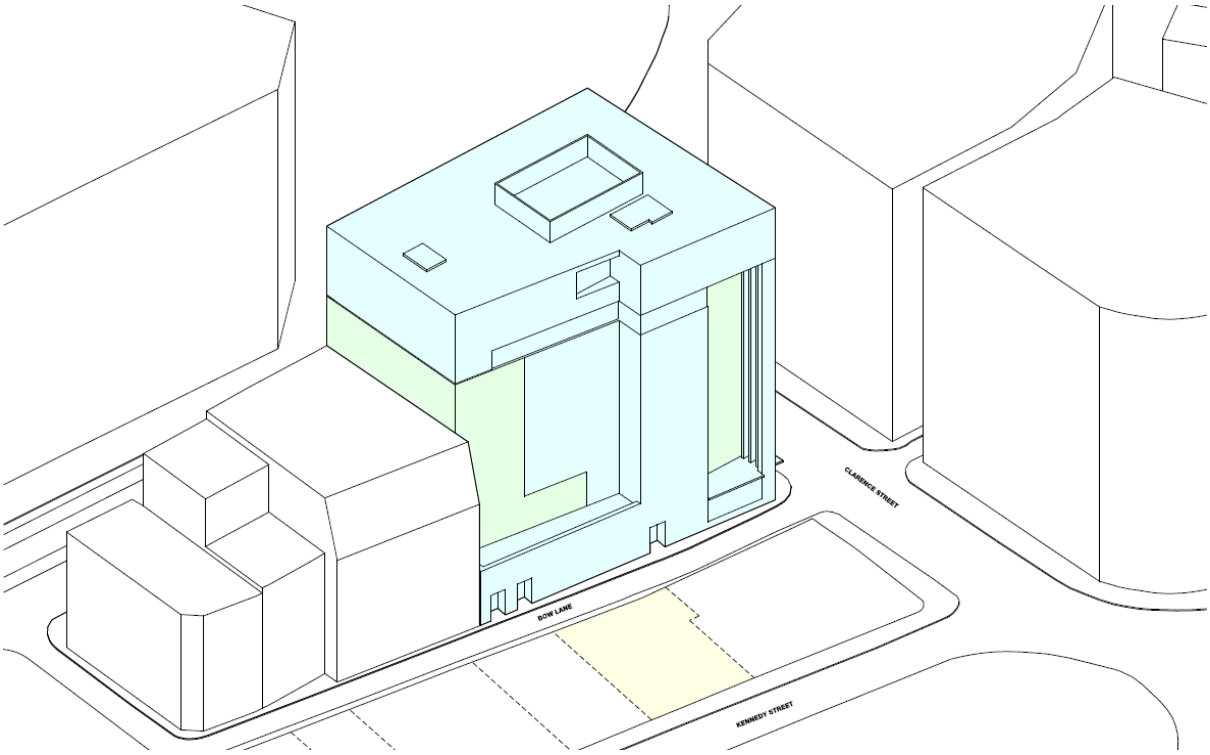


Image 3: The proposed development, which would reinstate the back to pavement line at ground level, but would the massing would be set back from this for a large part of the remaining elevation, including the area opposite the Old Law Library. The high level canopy has also been removed from the scheme to reduce the impact.



The rear elevation of the Old Law Library is modest and utilitarian and would not provide an understanding that the building was used as a library. Its windows are no larger than the other windows of the buildings that have a frontage on Bow Lane. Given this, the works could be interpreted as causing some level of harm to the Grade II* Listed Law Library due to the resulting height of the building, but this would be a low level that would be justified by the public benefits described within this report.

Additionally, the application has been amended in response to these comments to remove the high level canopy to reduce the impact.

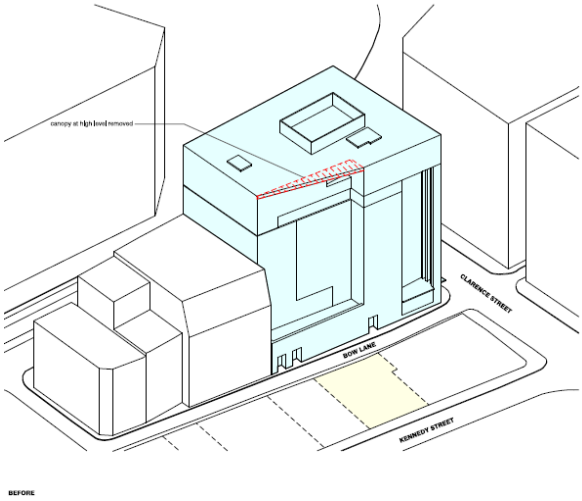


Image 4: Before

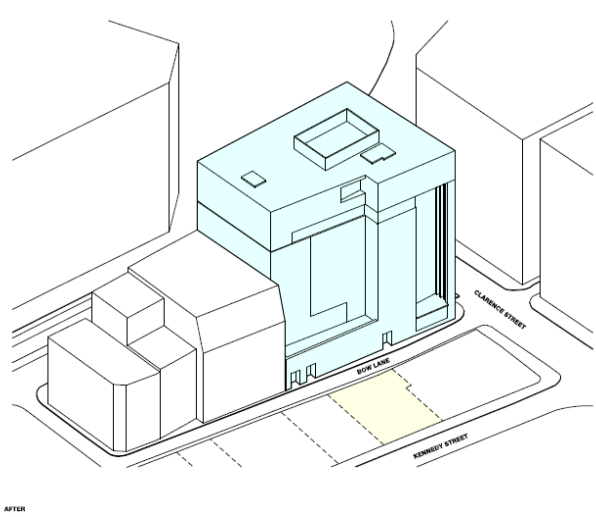


Image 5: After

The subject building is considered to be a non-designated heritage asset as it has a good quality and confident design in the Modernist Style. It was designed by J.W. Beaumont & Sons and is a late example of the practice's work and an unusual example of their 1950's Modernist Designs. The building is successful in terms of materiality, scale, form and detailing is also one of few schemes implemented and completed in the immediate post-war period. The practice also designed the Whitworth Art Gallery and Kendal's Department Store both Grade II Listed. The building has also not been significantly altered from its original appearance and makes a positive contribution to the surrounding and adjoining conservation areas and the setting of the surrounding listed buildings.

The proposed works are considered to be beneficial to the character of the existing non-designated heritage asset. The proposal would retain a significant amount of original fabric and would remain architecturally honest. The extension has been designed in a sympathetic and contemporary way that is simple and elegant and that has taken inspiration from the original design of the building. The works also include the refurbishment and retention of the existing original Crittall windows and the removal and of the non-original windows at ground floor level and replacement with capless curtain wall glazing with silicone joints and new Portland Stone cladding to match the existing. A light clean of the building fabric is also proposed. The original main entrance would be retained in use. The works are therefore considered to enhance the non-designated heritage asset.

The proposals are also of appropriate scale that has a good relationship to the buildings along Princess Street and those to the rear.

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

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Urban Design, Visual Impact and Architectural Quality

The key factors to evaluate are the scale, form, massing, proportion and silhouette, facing materials of the extensions and their relationship to other structures. The extension would integrate well with the fabric and design of the existing building and the impact on the surroundings including designated heritage assets is assessed above.

The rooftop extension would have a simple appearance, articulated by reveals and recesses. Stone clad piers would be created between window openings which would respond to the rhythm of existing window mullions. It would replace an existing single storey rooftop extension. This would make the building taller than some neighbouring buildings, but it would not be out of scale in the context of the dense urban environment surrounding the site, the scale of buildings within the Upper King Street Conservation Area to the rear and the dense urban grid and alignment of streets.

Non-original windows at the ground floor would be replaced with capless curtain wall glazing with silicone joints. A natural stone upstand would match the marble on the building and natural stone would replace the existing shop fronts and signage.

A roof top plant room would have metal louvred walls coloured to match the Portland Stone. This would be set back from the edges and would provide appropriate screening for plant and equipment.

The Princess Street and Clarence Street elevations of the seven storey rear and part two storey roof extensions would be clad in stone to match the existing Portland Stone. The Princess Street elevation would include glazing with aluminium framed windows and curtain wall glazing. The window frames would be dark grey, with a slim profile and would match the proportions of the original W20 windows which would be retained and refurbished.

The Clarence Street elevation would incorporate aluminium framed windows and curtain wall glazing. A new main entrance would provide level access via an internal platform lift and would comprise frameless glazing. The first to sixth floors of the extension would be constructed of a matching brick and design. The upper floors of

the extension would be clad in natural stone to match the existing Portland Stone. The upper floors generally have a high degree of modelling with deep reveals or mullioned windows. In this respect the upper floor windows on this elevation could appear to be weaker elements as they lack mullions or the depth of the windows of the Princess Street elevation. However, the depth of the reveals has been designed to match the existing window original reveals and the mullions of the elevation have been strategically placed to assist with the transition between the vertical extension and rear extension and limited to avoid the extension being too much of a repeat of the original elevation.

The extension on Bow Lane would be to the back of pavement and would reinstate the original street wall. Part of the Bow Lane elevation would be retained and the remaining part constructed in brickwork to match existing. Dark grey aluminium framed windows would match the proportions of the original windows. Above ground level part of the extension would be full height and part would be one storey.

The ground floor would have a slim band of louvres and four metal doors that would match the window frames would provide access to back of house areas and provide escape. The existing Bow Lane elevation has negligible significance.

The South East elevation of the extension would be visible above 31 Princess Street (Grade II). It would be clad in natural stone with a slim aluminium louvre, an opening with curtain wall glazing and natural stone recesses.

All brickwork areas of the design would be painted with mineral masonry matt paint in a colour to match the existing Portland Stone and the new natural stone. We would need to fully examine the paint finish in terms of quality of materials, finish and longevity and this would be required to be addressed by condition.

The hotel signage would be at high level and at fascia level on the Princess Street and Clarence Street elevations and at high level on the South East elevation. The bistro signage would be above the original main entrance doors.

The public benefits of the scheme include:

- The full occupancy of this non-designated heritage asset securing its future.
- The cleaning and refurbishment of the retained original fabric.
- The hotel rooms would complement and support City Centre businesses.
- The use of local labour.
- Providing a high quality and highly visible development.
- The provision of active frontages on Princess Street and Clarence Street.

The materials would be high quality and match existing materials and colours. There should be a condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control.

Given the above, it is considered that the proposed development would result in a high quality development that would be appropriate to its surroundings and is considered to improve the appearance of the non-designated heritage asset.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Provision of a Well-Designed Environment

The building would be fully accessible and 5 of bedrooms would be accessible. High quality materials would unify the extension with existing fabric and original fabric would be repaired and refurbished. A condition would require the provision of street trees to be investigated.

The proposal would provide a quality development and would also be consistent with sections 6, 7, 8, 9, 11, 12, and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. The St Peter's Square tram stop and Piccadilly, Oxford Road and Victoria Train Stations are within walking distance. There are bus stop on Princess Street, Deansgate and Oxford Street. There are good pedestrian and cycle links to the rest of the City Centre.

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

The development is car free, but the Transport Assessment demonstrates that there are sufficient public car parks within close proximity of the site and 5 cycle parking spaces would be provided within the basement of the building.

A construction management plan, events management strategy and servicing strategy would be required by condition.

The proposal would not, subject to compliance with conditions, have a detrimental impact on transport infrastructure. It will be necessary to keep construction impacts to a minimum and a condition would require the submission of a construction management. In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Sustainable Design and Construction

An Environmental Standards Statement and a BREEAM Pre-Assessment have been submitted as part of the application and set out the sustainability measures proposed. These would include the following:

- The use high efficiency lighting and automatic controls where appropriate.
- The refurbishment of all existing windows and the installation of secondary glazing.
- The new fabric of the building would be highly insulated.
- The use of low flush cisterns.
- New heat generating equipment selected to allow operation at high efficiencies.
- The use of heat recovery systems.

The proposal would achieve an approximate 26% improvement over the Part L 2010 Building Regulations benchmark in relation to energy and an approximate 42% improvement over the Part L 2010 Building Regulations benchmark in relation to carbon emissions. A preliminary BREEAM assessment has concluded that the development can achieve a 'Very Good' rating. The development would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy and would be designed and specified in accordance with the principles of the energy hierarchy. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Given the above, it is considered therefore that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4, EN6 and EN8 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

Contribution to Public Spaces and Facilities

There would be active frontages to all elevations, which would add activity and animation to surrounding streets. The uses proposed would enliven the area and provide natural surveillance to two of the frontages.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC14.1 and 14.3 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The habitable rooms of 2-6 Booth Street (The Chambers) have been appraised.

Daylight

The assessment has used the Vertical Sky Component (VSC) method to assess the impact of daylight on the surrounding properties. In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. Occupants would notice a loss of direct skylight if reduced to less than 0.8 times of its former value. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of a high density city centre environment as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this. The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. A total of 53 windows with the property have been assessed.

Overall the impacts can be summarised as follows:

Of the 53 windows assessed for VSC, 13 (25%) meet the 27% VSC target and 40 (75%) do not. All 53 windows (100%) would either continue to achieve the 27% VSC target in the proposed condition or experience reductions in baseline VSC values of less than the 20% reduction that is accepted by the BRE.

18 rooms have been appraised in terms of daylight distribution and all 18 (100%) experience either no reduction or reductions of under 20%, acceptable to the BRE.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

(a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
(b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

18 site facing rooms of The Chambers, currently receive some direct sunlight. The impacts of the sunlight assessment on The Chambers can be summarised as follows:

15 rooms (83%) assessed achieve the 5% winter and 25% annual APSH target in the existing condition. 3 room (17%) achieve the annual APSH target, but not the winter APSH target.

Following the development all rooms (100%) would continue to achieve the BRE's sunlight targets or experience reductions in annual or winter APSH values of less than the 20% reduction that is accepted by the BRE.

Overall it is concluded that the development would have a non-significant impact on either building for Sunlight and Daylight Amenity and would therefore have an acceptable impact.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

b) Air Quality

An Air Quality Assessment notes that the development could cause air quality impacts during the construction phase and during the operational phase. As the site is within an air quality management area future occupiers could be exposed to elevated pollution levels.

The construction process would produce dust creating a 'medium risk' and increased emissions but any adverse impacts would be temporary and would be controlled using the mitigation measures included in the air quality report.

The emissions of the operational stage would include vehicles travelling to and from the site and are unlikely to have a significant effect on air quality. However further information is required in relation to the predicted exceedances at ground floor level and a condition would require the inclusion of mitigation measures.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(c) Noise and Vibration

An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the bistro and bar could be controlled through a condition. The proposed uses are not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic condition mentioned.

Therefore, subject to compliance with conditions in relation to servicing, hours of operation for the commercial uses, the acoustic insulation of the building and associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

In view of the above, the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

(d) TV reception

A baseline Television Reception Survey anticipates that the development is likely to have an impact on television broadcast services for local residents. The report concludes that interference is possible to television reception Satellite Dishes or Freeview antennas located in the theoretical signal shadow areas. The survey identifies mitigation measures.

A condition requiring a pre commencement survey and a post-construction survey and any mitigation measures should be attached to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

In view of the above the proposal is considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(e) Vehicle Movements

The impact on the highway network have been considered and the City Council's Highway Services have confirmed that the proposed use would not have a significant impact on vehicle movements.

As discussed above, the site is well located close to alternative transport means.

The proposals would represent some improvements on the existing servicing of the building. The present arrangement is that the refuse vehicle travels down Bow Lane

collecting from all premises on the street and parks in the road whilst doing it and there is nowhere off road for waste to stand. The proposal includes a large internal bin store meaning that all waste would be off street at all times and the refuse vehicle would follow its existing routine.

Small commercial vehicles would perform laundry pickup and delivery daily, using the loading bay on Clarence Street. This would be an improvement on the existing situation as some deliveries are made on Bow Lane. Small commercial vehicles would deliver goods on a daily basis using the loading bay on Clarence Street. This would be an improvement on existing situation as some deliveries are currently made on Bow Lane.

The existing small hard standing recess to the rear of the building on Bow Lane is not used for deliveries at present and is chained off for use by tenants.

Conditions are proposed to require the submission and agreement of a construction management plan, an event management strategy and a servicing strategy.

In view of the above the proposal is considered to be in accordance with Sections 9 and 15 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Waste and Recycling

The bin store would be within the ground floor with direct access to Bow Lane. Hotel staff would move the bins to the pavement of Bow Lane, where the refuse contractor would collect. The expected duration of collection would be 10 minutes after which time the bins would be returned to the refuse storage room.

The predicted requirements for storage are as follows:

3 x 1100ltr containers for general refuse

2 x 1100ltr containers for pulpable recycling

1 x 1100ltr and 5 x 240ltr containers for mixed recycling

1 x 240ltr container for food recycling

Refuse would be collected 7 times per week.

The bins would have sealed lids, would be stored in a cool environment and would be collected and emptied regularly so that the production and discharge of odours would be kept to a minimum.

The mechanical ventilation would dilute any odours at source to ensure that the air discharged through the rear louvre would have no discernible odour.

Given the above, the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

Full access and Inclusive Design

The building would be accessible and is designed to meet the accessible standards as set out in Approved Document Part M 2015 Edition and the 2010 Equality Act. All feasible and practicable measures described within Design for Access 2 (DFA2) have also been incorporated.

All entrances and exits would be level excluding the original entrance, which would be retained in use and refurbished. This would be used as the bistro entrance, but access to the bistro can also be gained through the main hotel entrance.

A mobile hoist would be provided and a condition will require full details of a management strategy.

The pavement width of Bow Lane would not comply with the standards, but cannot be increased due to the existing width of the street.

The proposal would not adversely impact on any relevant protected characteristics in accordance with S149 (Public Sector Equality Duty) of the Equality Act 2010.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

The proposed uses would bring additional vitality to the area. The development would overlook two frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The application is supported by a Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would be incorporated. A condition is recommended requiring the implementation of the crime impact statement and to require the development to achieve 'Secured by Design' accreditation.

In view of the above the proposal is consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The applicant would assess the possibility of planting street trees on Princess Street and this would be required by condition. Conditions are also required in relation to the agreement of the provision of green infrastructure and biodiversity improvements.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites.

An Ecological Survey and Assessment discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, ecological enhancement for fauna such as breeding birds and roosting bats is possible and conditions should be attached to any approval requiring such measures.

In view of the above the proposal is considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Contaminated Land and Impact on Water Resources

Some contamination may exist on the site. A condition is recommended to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works.

In view of the above, the proposal is consistent with section 15 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the use is appropriate and would comply with NPPF guidance. It considers how surface water would be managed and suggests a surface water management scheme.

Conditions should therefore be attached requiring the agreement, implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposal with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Climate Change Mitigation / Biodiversity enhancement

No on site car parking is proposed and the hotel would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. 5 cycle parking spaces would be provided on site. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan would encourage individuals to choose alternative modes over single occupancy car use.

Mitigation for climate change has been considered for both the construction and operational stages of the development as set out above and include an approximate 42% improvement over the Part L 2010 Building Regulations benchmark in relation to carbon emissions from the refurbished and extended building. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

The opportunity to plant street trees on Princess Street and Clarence Street would be investigated and the potential for a green roof, brown roof or blue/green roof would be investigated to help to manage surface water run-off. Opportunities to enhance and create new biodiversity within the development, such as bat boxes and bricks, bird boxes and appropriate planting would be investigated and all of these measures would be included in planning conditions.

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

Conclusion

A hotel would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. It would fulfil an important role in providing hotel accommodation within the City Centre. It would be consistent with GM Strategy's key growth priorities and meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore help to promote sustained economic growth.

The development would not have a significant detrimental impact on the settings of surrounding listed buildings, including the Grade I Listed Town Hall and the Grade II* Listed Old Law Library. The impact on residential amenity would not be unusual in this context. It would enhance a non-designed heritage asset within a 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 the less than substantial harm would be outweighed by the benefits of the development.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included 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:

The site location plan referenced AL(02)0001 Rev P01 received by the City Council as Local Planning authority on 7 May 2019

The following drawings referenced:

AL(05)0007 Rev P01
AL(05)0020 Rev P01
AL(05)0021 Rev P01
AL(05)0022 Rev P01
AL(05)0023 Rev P01
AL(05)0024 Rev P01
AL(05)0035 Rev P01

All received by the City Council as Local Planning authority on 7 May 2019

AL(05)0027 Rev P02
AL(05)0030 Rev P02
AL(05)0031 Rev P02
AL(05)0033 Rev P02
AL(05)0036 Rev P01
AL(05)0060 Rev P02
AL(05)0061 Rev P01
AL(05)0063 Rev P01

All received by the City Council as Local Planning authority on 7 June 2019

AL(05)0040 rev P02
PB8611-RHD-AS-SW-DR-R-0101 Rev -
PB8611-RHD-AS-SW-DR-R-0102 Rev -

All received by the City Council as Local Planning authority on 2 August 2019

AL(05)0100 Rev P01
AL(05)0101 Rev P01
AL(05)0102 Rev P01
AL(05)0103 Rev P01
AL(05)0104 Rev P01

All received by the City Council as Local Planning authority on 7 August 2019

AL(05)0112 Rev P01

Received by the City Council as Local Planning authority on 3 September 2019

AL(05)0028 Rev P02
AL(05)0029 Rev P02
AL(05)0032 Rev P03

Received by the City Council as Local Planning authority on 4 September 2019

AL(05)0062 Rev P03

Received by the City Council as Local Planning authority on 5 September 2019

The following documents:

The Design & Access Statement Rev P01 dated 4 April 2019 and prepared by Stephenson Studio
The Phase 1 Geo-Environmental Assessment March 2019 prepared by REC and referenced 1CO106385P1R0
The Air Quality Assessment dated March 2019 prepared by REC and referenced AQ106371
The Areas Schedule
The Bespoke BREEAM 2014 RFO/NC Pre-assessment Report dated 12 April 2019 prepared by Sustainably Built ltd SBL Project No: SBL399
The Ecological Survey and Assessment April 2019 prepared by ERAP Ltd. and referenced 2018-349
The Crime Impact Statement dated 12 April 2019 prepared by GMP and referenced 2019/0252/CIS/01
The Daylight and Sunlight Assessment dated 12 April 2019 prepared by Michael Scanlan BSc (Hons) MRICS & Jerome Muir MSc MRICS and referenced [2269]MPS/JM - Final
The Economic Benefits & Regeneration Statement dated April 2019 prepared by Hatch Regeneris
The Supporting Planning Statement dated April 2019 prepared by Avison Young
The Structural Design Statement dated 12 April 2019 prepared by ROC Consulting referenced 3874 / DN / JS / SDS-P01,
The TV/FM & DAB Reception Survey Report dated 4 April 2019 prepared by SCS Technologies Ltd. Job NO: 154136
The Outline Mechanical and Electrical Services Report dated 10 April 2019 prepared by Martin Design Associates Ltd ref: 18112/-Rev B,
The Environmental Noise and Vibration Assessment Report dated 17 April 2019 prepared by Azymuth Acoustics UK ref: AA0138
The Flood Risk Assessment & Suds Statement Dated 12 April 2019 prepared by Stephenson Studio ref: P01,
The Heritage Statement: Significance & Impact April 2019 prepared by Stephen Levrant: Heritage Architecture.

received by the City Council as Local Planning authority on 7th May 2019.

The following documents

The Service Strategy Statement dated 6 June 2019 provided by Malmaison to Stephenson Studio ref PO1,
The Details of Local Employment dated 6 June 2019 provided by Malmaison to Stephenson Studio ref PO1,
The Waste Management Strategy dated May 2019 prepared by 1st Waste Management,
The Transport Statement dated 23 April 2019 prepared by Royal HaskoningDHV ref: PB8611-RHD-ZZ-XX-RP-R-0001
The Framework Travel Plan dated 24 April 2019 prepared by Royal HaskoningDHV ref: PB8611-RHD-ZZ-XX-RP-R-0002

received by the City Council as Local Planning authority on 7th June 2019.

The Waste Management Strategy 1 August 2019 by Stephenson Studio ref P02
The Design for Access 2 Section 1-26 report dated 6 June 2019 prepared by Leach Rhodes Walker Architects and Stephenson Studio ref: 7597_E3_190528_SJM

received by the City Council as Local Planning authority on 14 June 2019.

The Consultees Response Document prepared by Stephenson Studio and dated 2 August 2019 and the Objection Responses Document prepared by Stephenson Studio and dated 2 August 2019 both received by the City Council as Local Planning authority on 2 August 2019

The Sustainable Design Alternatives Rev A dated 7 August 2019 prepared by Martin Design Associates Ltd received by the City Council as Local Planning authority on 7 August 2019.

The emails from Drew Lowe of Stephenson Studio dated 29 May 2019 and 5 August 2019

The letters from Drew Lowe of Stephenson Studio ltd. dated 3 May 2019 and 7 June 2019.

The email from Roger Stephenson of Stephenson Studio dated 10 September 2019.

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

3) (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.

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

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

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

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

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

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

5) Prior to the commencement of the development a detailed construction and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority (approval to be in consultation with Transport for Greater Manchester), which for the avoidance of doubt should include;

*Safe methods of working adjacent to the Metrolink Hazard Zone;
*Method Statements and risk assessments for construction and demolition works;

*A scheme for scaffolding and/or hoarding arrangements in order to ensure the safe operation of the tramway;
*Display of an emergency contact number;
*Details of Wheel Washing;
*Dust and dirt 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;
*Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works;
*The retention of 24hr unhindered access to the trackside equipment chambers for the low voltage power, signalling and communications cables for Metrolink both during construction;
*construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway).

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).

6) No development shall take place, until a scheme for the protection or temporary relocation of the Overhead Line Equipment Building Fixing has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester).

Reason - To safeguard Metrolink infrastructure and in the interests of public safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

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

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

8) 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).

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

*Maximise use of green SuDS in design;

*Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Critical Drainage Area;

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

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

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, we suggest the following construction and maintenance condition to be considered by the LPA:

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

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.

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 programmes 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 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; and
(b) An assessment of the possibility of providing a green roof, brown roof or blue/green roof and full justification of the results. If this is possible full details of proposals and a management and maintenance strategy for the chosen type of roof;

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

Reason - 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 the commencement of development a programmes for submission of final details of the materials, including natural stone or other high quality materials to be used in the repair or improvement of the affected footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries;

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 details will be submitted. 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).

13) Before the development commences a scheme for acoustically insulating and mechanically ventilating (a) the hotel accommodation against noise from adjacent roads and (b) any noise transfer from the A3 and A4 areas of the hotel use to the hotel rooms above and below, 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, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively

The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non-compliance shall be suitably mitigated in accordance with an agreed scheme.
Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

14) No development 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:
2. archaeological evaluation
3. targeted archaeological excavation (informed by the above and subject to a new WSI);
4. A programme for post investigation assessment to include:
- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented;
5. A scheme to commemorate the site's heritage;
6. Dissemination of the results commensurate with their significance;

7. Provision for archive deposition of the report and records of the site investigation;
8. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

15) Before first occupation of any part of the development, an updated Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

16) No part of the development shall be occupied unless and until details of:

a) A servicing strategy (deliveries, collections and ad-hoc maintenance) 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
b) An events management strategy, should the hotel undertake conferencing and events.
c) A parking management strategy for hotel guests

Have 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 - 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.

17) 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.

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

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

18) No part of the development shall be occupied unless and until details of a management strategy for the use of the mobile hoist 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 - 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.

19) No part of the development shall be occupied until the space and facilities for the parking of 5 bicycles have been provided within the basement of the building. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

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

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

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

21) 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

22) The A3 and A4 uses hereby approved shall only be used in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority before the commencement of the use of the A3 and A4 uses hereby approved. The A3 and A4 uses hereby approved shall not operate outside of the approved opening hours.

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.

23) 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

24) 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.

25) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the hotel accommodation, including A3 and A4 uses to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any noncompliance with the above noise standards suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

26) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 12 April 2019. 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

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

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

28) The window(s) at ground level, fronting onto Princess Street and Clarence 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.

29) The approved waste management scheme as detailed within the Waste Management Strategy dated May 2019 prepared by 1st Waste Management and the Waste Management Strategy dated 1 August 2019 by Stephenson Studio ref P02 and as shown on the drawings referenced AL(05)0040 rev P02, PB8611-RHD-AS-SW-DR-R-0101 Rev - and PB8611-RHD-AS-SW-DR-R-0102 Rev -, shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

30) 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

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

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

32) Before development commences details of the final method of Sustainable energy generation as set out in the Bespoke BREEAM 2014 RFO/NC Pre-assessment Report dated 12 April 2019 prepared by Sustainably Built ltd SBL Project No: SBL399 shall be submitted and approved in writing by the City Council as Local Planning Authority.

Reason - For the avoidance of doubt and 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 Fra

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: 123522/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.

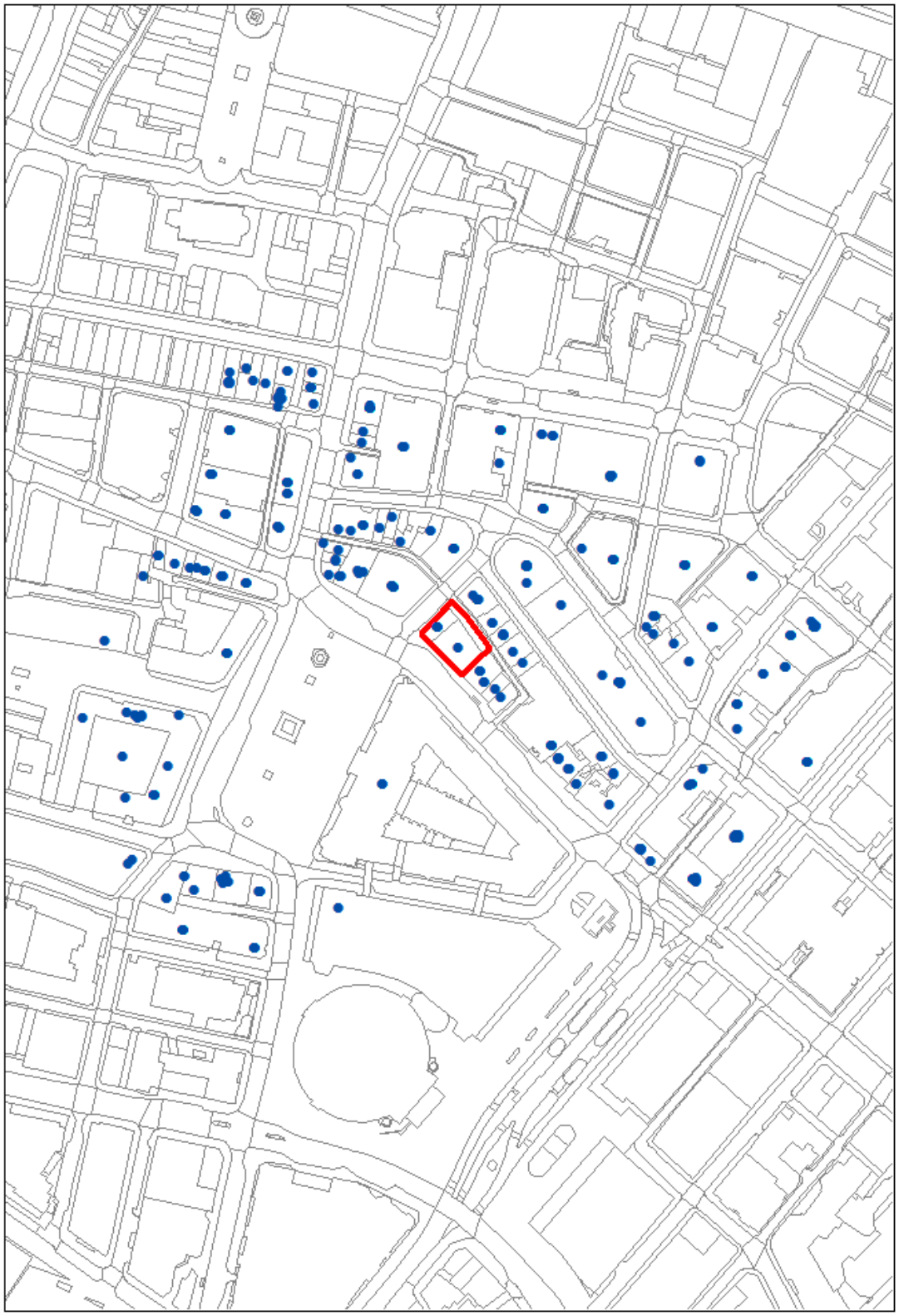
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Strategic Development Team
United Utilities Water PLC
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport for Greater Manchester
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
City Centre Regeneration

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

Representations were received from the following third parties:

Relevant Contact Officer : Emily Booth
Telephone number : 0161 234 4193
Email : e.booth@manchester.gov.uk



Application site boundary Neighbour notification

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