

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126003/FO/2020

Date registered valid: 23 January 2020

Proposal: Change of use and rear extension of building to form new 8-bed hotel (Use Class C1) together with demolition of toilet block to rear and external alterations to front and rear to include replacement windows, creation of external seating area and lightwell within rear yard, erection of high level screening along boundary between Nos. 65 and 67 Princess Street at rear to mask existing plant and formation of new stepped entrance to front, and associated works

Address: 65 - 67 Princess Street, Manchester, M2 4EG

Ward(s): Deansgate Ward

Applicant: Mr Colin Shenton C/o Agent

Agent (if any): Mr Ralph Taylor Paul Butler Associates 31 Blackfriars Road, Salford, M3 7AQ

Case officer: Carolyn Parry
Tel: 0161 234 4022
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Recommendation:

Date of recommendation: 22 May 2020

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 7 February 2020 Expired: 28 February 2020

Neighbour notifications

Printed: 7 February 2020 Expired: 28 February 2020

Site notice

Posted: Expired:

Press advert

Published: 18 February 2020 Expired: 10 March 2020

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Upper King Street (Extension) Conservation Area 1985 Albert Square Conservation Area 1972

Tree Preservation Order:

The Site

This application relates to No. 65 Princess Street which is located on the northeastern side of Princess Street, opposite the Grade I listed Town Hall. The application building itself is Grade II listed, forming part of the Grade II listed building formed by Nos. 65-71 Princess Street. The rest of the listed building to which this application relates is occupied by The Waterhouse public house. The site is within the Albert Square Conservation Area. There are a number of listed buildings nearby. As above, the Grade I listed Manchester Town Hall lies opposite the site on the other side of Princess Street, as does the Grade II* listed Cenotaph. Beyond that are the Grade II* listed Town Hall Extension and Grade II* listed Central Library buildings. There are a number of other Grade II listed buildings within Princess Street. The Grade I listed Manchester Art Gallery is fairly close to the application site on Mosley Street. The area surrounding the application site is predominantly commercial in nature. There are a great number of shops, restaurants, bars and offices in close proximity. To the rear of the application is The Vine public house which fronts Kennedy Street. The pub has living accommodation over it.

The application building has a basement and then 3 storeys above. It was originally built as a townhouse but later became used as offices. It was last used as a recruitment agency but is now vacant. The building has a modern shopfront to the front elevation, making this part of the building different from the other 3 buildings within the listed terrace that are occupied by the above mentioned public house. The upper floors of the building have non-original windows and

has undergone extensive modern refurbishment internally. The building has a two storey outrigger to the rear and a single storey toilet block extension. There is also a small rear yard area which can only be accessed through the building.

The Proposal

Planning permission is sought for the change of use and rear extension of the building to form a new 8-bed hotel (Use Class C1) together with demolition of the existing toilet block to the rear and external alterations to the front and rear to include replacement windows, creation of an external seating area and lightwell within the rear yard, the erection of high level screening along the boundary in between Nos. 65 and 67 Princess Street at the rear to mask existing plant, the formation of a new stepped entrance to the front and associated works.

The applicant has stated that the proposed scheme would enable the building to be brought back into use as a high quality boutique hotel. They have said that the design and interior of the hotel would reflect the origins of the Grade II listed building as a Georgian Town House. The scheme would reinstate the historic frontage of the building following the removal of the existing 20th Century shopfront. To the rear the scheme would involve the demolition of the existing poor quality extensions and then an upward extension to the existing outrigger to provide additional hotel accommodation. The applicant believes that the application proposal has been designed in response to the heritage significance of the building and involves a series of positive refurbishment and restoration works including reinstatement of the building's historic frontage.

The proposed scheme would provide eight en-suite bedrooms together with a guests' lounge and back of house areas. Works would also be undertaken to the rear yard area to transform it into a useable and attractive outside space for guests. Internally and externally the building would undergo a comprehensive programme of repair, refurbishment and restoration including, amongst other things:

- Reinstatement of the historic ground floor frontage to reflect the adjacent properties.
- Removal of the single storey toilet extension to open up the rear yard area and make this an attractive and usable space.
- Extension and alteration of the existing outrigger to provide additional accommodation. This extension would reflect the historic three storey form of the outrigger.
- Creation of a lightwell in the rear yard area to provide a sunken garden and increase natural light into the basement.
- Replacement of the existing poor quality windows with more appropriate sash units with improved acoustic and energy performance.
- Internal reconfiguration, alteration and decoration to facilitate the reuse of the building as a high-end boutique hotel including the reinstatement of historic features.

The external alterations to the Princess Street elevation would involve the reinstatement of the historic frontage which would reflect the adjacent premises. On the upper levels of the Princess Street elevation, the existing windows which are poor quality, non-original and of an unsightly subdivision/design, would be replaced with more appropriate timber framed sash windows.

To the rear of the building, the main changes would involve the demolition of an existing toilet block extension which is a utilitarian and bulky structure that intrudes into the rear yard area. Its removal would enable the rear yard area to be opened up and be brought into active use as external amenity space for hotel guests. In addition, the two storey outrigger is proposed to be extended upwards by 1 floor and would reflect the floors below. It has been shown in historic plans of the building that the outrigger used to be 3 storeys so the works would be reinstating its height to how it used to be historically.

Internally the building has undergone previous modernisation and few original/historic features remain. A small number of timber mouldings such as elements of the staircase, architraves and skirtings are of interest, whilst quarry tiles within the basement are also of character. The proposed scheme seeks to retain features which are of interest and reinstate missing elements where they are likely to have existed. Features found in the adjacent public house have influenced the design of features.

The existing basement layout would be adapted to accommodate a further bedroom and en-suite, a WC and kitchen area. The rear basement room would be extended out under the rear yard with the addition of a lightwell in order to draw in natural light. The two main ground floor rooms would be subdivided to create a reception/lobby space at the front and a bedroom overlooking the rear garden.

In order to make the building suitable for use as a hotel, subdivisions throughout the building would be modified, returning room divisions closer to that of the original layout. The applicant has stated that the alterations have carefully considered the significance and current condition of existing building elements.

Some of the key findings from site visits and surveys undertaken are:

- No original doors are present on site
- No original cornices or skirting are present on site (although some Victorian skirtings are present)
- There is little evidence that the existing floor boards belonged to the original building
- All walls have been re-plastered at a later stage of renovation
- The only original ceiling present is located on the second floor level.

No car parking is associated with the change of use of the building. There is no space available on site to accommodate any car parking. In terms of cycle parking, this was considered, but again, given the small size of the site, there would be no room for the storage of bikes within the building. However, there are a number of public cycle stands near to the application site. On consideration, the applicant has stated that people with folding bikes would be permitted to store them within the building.

Refuse would be stored within the basement in bags (separate bags for different waste streams) and taken up to street level every morning to be collected.

Consultations & Notification Responses

Publicity - The application has been advertised in the local press and on site as one affecting a listed building and a conservation area. No representations have been received as a result of this publicity.

Neighbours - Occupiers of properties surrounding the application site were notified of the proposal. No representations have been received.

Greater Manchester Archaeological Advisory Service - No objections. No mitigation required.

Highway Services - SITE ACCESSIBILITY

The site benefits from excellent public transport links, with bus, tram and rail infrastructure located within an immediate radius of the site. The site is highly accessible on foot, with suitably lit footways which are served by numerous crossing points.

The applicant will be expected to ensure that the footway adjacent to the site remains open to pedestrians and in a suitable condition throughout the construction works and post-completion.

Should any deterioration occur, it will be required that the applicant funds any restoration/upgrade works.

In terms of disabled access, Highways accept the proposal to use a portable access ramp in order to facilitate wheelchair users.

TRIP GENERATION

No trip assessment work has been undertaken. However, given the scale of the development it is unlikely to generate any significant intensification of vehicle trips and therefore it is accepted that no network impact is likely to arise.

PARKING

The car-free nature of the development is considered acceptable on this occasion given the central location and access to public transport. It is accepted that there are various nearby car parking locations within a walkable radius of the site, a number of which offer lease parking arrangements should the hotel occupier wish to explore this option.

No cycle parking has been provided. Section 6.4 within the Planning Statement explains the rationale behind the lack of cycle storage, however in accordance with MCC policy, secure and sheltered cycle parking is strongly recommended to cater for staff wishing to access the site by bike. It is accepted that some short stay cycle parking can be accommodated on nearby Sheffield Stands, however a formal secure facility should be introduced to promote access by bike.

PICK-UP/ DROP-OFF

No reference has been made to short stay pick-up/ drop-off movements which considered the nature of the proposals, are likely to be significant. The applicant should provide commentary detailing where taxi movements can be accommodated and how drop off will be managed.

SERVICING

Waste will be stored within the basement and transferred for collection from Princess Street on a daily basis. In principle, this is considered acceptable subject to the bin stores being within a suitable proximity of the collection point, as detailed in GD04.

No detail is afforded as to any other servicing requirements for the site, for example laundry, deliveries etc. and therefore confirmation is sought.

A designated goods vehicle loading bay is located to the front of the site on Princess Street which will be used to service the development. This is considered to be an acceptable arrangement, however Highways would recommend that all servicing is undertaken out of network peak hours.

To address the above, it is recommended that a Servicing Management Strategy is implemented for the site.

CANOPY

It is understood that a canopy structure is proposed on the front elevation. Given that this extends over Princess Street, a projection over license will be required at the applicant's own expense. It should also be ensured that the canopy is set at any appropriate height in order to ensure sufficient headroom clearance over the footway.

CONSTRUCTION MANAGEMENT

Given the City Centre location, managing the construction works in conjunction with MCCs Network Resilience Team will be critical. It is therefore recommended that the applicant liaises with MCCs Network Resilience City Centre Team to discuss all construction related works from the earliest opportunity. This includes any requirement for a partial closure of the Princess Street footway adjacent to the building.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification /classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

TRAVEL PLAN

Whilst the scale of the development is minimal, it is recommended that the hotel operator provides a Travel Information Pack/ brief Travel Plan to visitors and staff in order to promote the use of sustainable travel to and from the site.

Environmental Health - Recommended conditions relating to delivery and servicing hours, use of external areas, noise from external plant, refuse, air quality and fume extraction (if the hotel has a kitchen area).

Oliver West (Sustainable Travel) - No representations received

City Centre Regeneration - The City Centre Growth and Regeneration Team supports this proposal in principle. A hotel development will bring back this long term vacant unit into use, located right at the heart of the civic quarter.

The proposals will complement the recent transformation of St Peter's Square, together with the plans and ongoing redevelopment of the Town Hall, Lincoln Square and St Michael's.

A small hotel will complement the approved larger hotel scheme also on Princess Street, and will help support the city's growing tourism sector.

Greater Manchester Police - Due to the size and nature of this proposal we would recommend that a full Crime Impact Statement (CIS) report should be submitted in order to show how crime has been considered for the proposal and the surrounding area.

The report should be completed by a suitably qualified security assessor, and identify, predict, evaluate and mitigate the site-specific crime and disorder effects of a development and should be produced by a professional individual/organisation independent of the design process.

Update 20th March 2020:

We would 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 Ecology Unit - Initial comments:

Summary - No ecological information has been provided. I recommend a bat assessment prior to determination.

Bats - The level of impact on the buildings is not totally clear but does involve at least some loss of slate roof as part of the rear extension. Whilst bats are generally rare in Manchester City Centre, they do occasionally turn up in unexpected locations. Current guidance states it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development is established before the planning permission is granted otherwise all relevant material considerations may not have been addressed in making the decision. I therefore recommend.

Prior to determination please request a bat assessment by a suitably experienced bat worker. The assessment should include as a minimum a visual inspection of the existing roof space for evidence of bats and exterior of the building for potential bat access points. Should the property be assessed as more than low risk, further information will be required prior to determination.

Nesting Birds - There is a theoretical risk of birds nesting on the building. I recommend an informative along the following lines is applied to any permission.

The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Update 27th March 2020:

The building was assessed by a suitably experience consultant and assessed as having negligible bat roosting potential. The photographs support this conclusion and I therefore have no reason to doubt the findings of the report. As individual bats, in particular common pipistrelle, do turn up on occasion in unexpected locations in Manchester City Centre, I recommend an informative along the following lines is applied to any permission.

Whilst the development has been assessed as low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Issues

The proposed use

The proposed new hotel use is considered to be acceptable in this location as it would be within the heart of the City Centre where other similar uses can already be found and would complement and enhance the existing commercial offer in the area. The use would be a quiet use that would be compatible with neighbouring uses, including the living accommodation above the pub to the rear, and it is not considered that the new use would cause any undue disamenity within the area. The proposed use is therefore considered to be acceptable in this location.

Amenity considerations at the application site

Each bedroom within the proposed hotel would receive good levels of natural light and outlook. The bedrooms would range in size and would be generally generously proportioned and take advantage of high floor to ceiling heights.

A key amenity consideration for the new use relates to the potential impact of noise sources in the vicinity which includes motor vehicle traffic and the Metrolink on Princess Street, mechanical plant, and noise from patrons at nearby pubs/licensed premises and the hotel itself. A Noise Assessment for Planning Purposes has been prepared by AEC Ltd which considers these background noise sources and advises on glazing specifications and other acoustic mitigation measures to ensure an acceptable acoustic environment is achieved within the accommodation which meets Manchester City Council's requirements. A mechanical ventilation system would be installed to ensure that a comfortable internal environment is achieved within the hotel and guests are not reliant on opening windows for ventilation/cooling. Environmental Health are content with the proposal in terms of noise and subject to appropriate do not have any objections.

Amenity considerations at adjacent and nearby buildings

The immediate properties adjacent to the application site either side on Princess Street are The Waterhouse public house and a Greek restaurant called Rozafa. As above to the rear of the site, fronting Kennedy Street, is another public house called The Vine. This pub has living accommodation over it that is visible from the upper floor windows of the application site.

The proposal involves an extension to the existing outrigger which has the potential to be associated with daylight and sunlight impacts. A Daylight & Sunlight Assessment has been prepared by GIA which considers this matter. The report establishes that there is no noticeable impact on the daylight and sunlight to The Vine Inn and all windows/rooms assessed would continue to meet targets set within the Building Research Establishment Guidelines.

The hotel would be open 24 hours a day but this is not considered to be problematic and even though the hotel grounds would include for a small courtyard area to the rear of the building, a condition has been attached to the approval stating that this area shall not be used after 9pm each evening. Environmental Health are happy with this approach. In addition, the courtyard would not be permitted to play any sound or music (amplified or non-amplified) within it, again to protect the amenity of nearby building and residential occupiers.

As above, a mechanical ventilation system is proposed. Externally this would involve siting two air conditioning units on the rear of the property at high level. Potential noise associated with this plant has been considered within the submitted noise assessment. This confirms that noise associated with this would not be of a level which would have an adverse impact on the residential accommodation located above The Vine. Environmental Health do not object to the application in this regard, subject to appropriate conditions.

Visual amenity, heritage significance and the impact of the works on the listed building

The Heritage Statement identifies that there are a series of significant positive heritage benefits from the proposal including those noted above which relate to:

- o Reinstatement of the historic ground floor frontage to reflect the adjacent properties.
- o Removal of the single storey toilet extension to open up the rear yard area and make this an attractive and usable space.
- o Extension and alteration of the existing outrigger to provide additional accommodation. This extension would reflect the historic three storey form of the outrigger.
- o Creation of a lightwell in the rear yard area to provide a sunken garden and increase natural light into the basement.
- o Replacement of the existing poor quality windows with more appropriate sash units with improved acoustic and energy performance.
- o Internal reconfiguration, alteration and decoration to facilitate the reuse of the building as a high-end boutique hotel including the reinstatement of historic features.

Whilst there would be a smaller number of negative impacts from the proposal, it is considered that these could be mitigated against and are clearly and demonstrably outweighed by the wider public benefits associated with the application proposal.

It is considered that the internal and external works proposed would not have an adverse impact on visual amenity, the character and appearance of the listed building, the setting of other adjacent and nearby listed buildings or views from within the Albert Square Conservation Area so are therefore acceptable.

The works to the front of the property including the removal of the unsightly shopfront and the recreation of the historic stepped entrance are welcomed. These would positively impact the appearance of the listed building within the streetscene. The works to the rear would not be visible from anywhere other than within the courtyard of the application site and the living accommodation to the rear of the premises above The Vine pub. The extension to the outrigger is acceptable as historically the outrigger was 3 storeys.

Crime and Security

The existing vacant condition of the site has a negative impact on the surrounding area and is a potential target for antisocial behaviour. Bringing the building back into active use would increase activity and provide passive surveillance to this part of Princess Street. The proposed scheme would incorporate a number of physical security measures including secure external and internal doors (BS PAS 24, STS 200 or LPS 1175 SR2) and secure glazing and window fixtures (BS PAS 24). Internally there would be a clear distinction between spaces accessible to guests and those which are for staff only. The building will also be equipped with a CCTV system and have adequate lighting internally and externally.

A Crime Impact Statement has been submitted with the application and the recommendations within this have been conditioned as part of the approval.

Highways considerations

No car parking is associated with the change of use of the building. There is no space available on site to accommodate any car parking. In terms of cycle parking, this was considered, but again given the small size of the site, there is no room for the storage of bikes within the building, apart from folding bikes. The applicant has explained that the building is accessed directly from Princess Street with no secondary access available. This access would lead into the hotel lounge area and given the small size of this, it would not be appropriate for bikes to be taken into the building. In addition there are size constraints associated with the building and the area that would need to be allocated for cycle storage would have an adverse impact on the layout, function and viability of the scheme. However, there are a number of public cycle stands near to the application site as well as TFGM cycle hubs located at City Tower and Oxford Road Station that could be used by staff who choose to travel by bike.

Given the central location of the application site it is anticipated that hotel guests would travel by public transport particularly the Metrolink and railway. Information would be provided to hotel guests when making their bookings to advise on the accessibility of the site by public transport, whilst information on sustainable travel would also be provided within hotel rooms. For any guests who travel by car there are many nearby public car parks. The production of a travel information pack to give to users of the proposed development has been conditioned.

Vehicle movements associated with the development would relate to servicing. This would be undertaken from Princess Street with service vehicles parking in the designated loading bay located in front of No.55.

Disabled access

The building currently has a stepped access from Princess Street. The reinstatement of the historic frontage of the building means that a set of steps would lead up to the internal ground floor level of the hotel (matching those of the rest of the listed building at 67-71 Princess Street). To ensure that wheelchair users are able to access the hotel, a management strategy would be in place and a removable ramp would be provided by staff to provide disabled access into the building. Other options for full access into the building were investigated including providing a permanent ramp or installing a platform lift, however these options were discounted as they would have an adverse impact on the appearance of the listed building, would cause obstruction to the external footway, and would be technically difficult to achieve due to the requirement to build on highway land. A detailed access management strategy would be in place which would ensure that access for wheelchair users is possible at all times.

Internally the scheme would provide an accessible bedroom at ground floor level. Fixtures and fittings in this bedroom would also have regard to the needs of wheelchair users and other disabled guests. The proposed design/layout of the residents' lounge has also had regard to the requirements of wheelchair users and disabled guests. Due to the constraints associated with converting the listed building, including its restricted size, it would not be possible to provide additional accessible bedrooms as this would entail extensive structural works and loss of fabric.

Ecology

The building has been assessed as at low risk for bats. An informative has been applied to the approval regarding this.

Manchester Core Strategy

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

For the above reasons the proposal is considered to be acceptable and consistent with policies EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

Negotiations - Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given 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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

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

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

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

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

Drawings

19-0017-20-001 Rev P1 Location Plan
19-0017-21-000 Rev P1 Proposed Basement Plan
19-0017-21-002 Rev P1 Proposed First Floor Plan
19-0017-21-003 Rev P1 Proposed Second Floor Plan
19-0017-21-004 Rev P1 Proposed Roof Plan
19-0017-41-000 Rev P1 Proposed Basement -Decorative Elements
19-0017-41-002 Rev P1 Proposed First Floor -Decorative Elements
19-0017-41-003 Rev P1 Proposed Second Floor -Decorative Elements
19-0017-201-000 Rev P1 Demolition Plans
19-0017-300-000 Rev P1 Window Type 1 Detail
19-0017-300-001 Rev P1 Window Type 2 Detail
19-0017-300-002 Rev P1 Window Type 3 Detail
19-0017-300-003 Rev P1 Ceiling Edge Type 1 Detail
19-0017-300-004 Rev P1 Ceiling Edge Type 2 Detail
19-0017-300-005 Rev P1 Internal Door Type 1 Detail
19-0017-300-006 Rev P1 Internal Door Type 2 Detail
19-0017-300-007 Rev P1 Entrance Door / Staircase - Sheet 1 of 2
19-0017-300-008 Rev P1 Entrance Door / Staircase - Sheet 2 of 2
19-0017-300-009 Rev P1 Internal Staircase Detail
19-0017-300-012 Rev P1 AC Unit Details
19-0017-300-013 Rev P1 Tanking Detail
19-0017-300-014 Rev P1 Balustrade Detail
19-0017-300-015 Rev P1 Dado Type 1 Detail
19-0017-300-016 Rev P1 Skirting Type 1 Detail

all received by the Local Planning Authority on 23 January 2020

19-0017-300-010 Rev P1 Parapet Detail

received by the Local Planning Authority on 24 March 2020

9-0017-400-001 Rev P1 Proposed Sections Sheet 1 of 2
19-0017-400-002 Rev P1 Proposed Sections Sheet 2 of 2

all received by the Local Planning Authority on 3 April 2020

19-0017-41-001 Rev P2 Proposed Ground Floor -Decorative Elements
19-0017-400-003 Rev P1 Proposed Sections - Sheet 3 of 3

both received by the Local Planning Authority on 15 April 2020

19-0017-31-001 Rev P4 Proposed Elevations - Sheet 1 of 2
19-0017-21-001 Rev P3 Proposed Ground Floor Plan (P3)

both received by the Local Planning Authority on 11 May 2020

19-0017-31-002 Rev P6 Proposed Elevations - Sheet 2 of 2

received by the Local Planning Authority on 22 May 2020

The submitted waste management proforma, received by the Local Planning Authority on 23 January 2020, as amended by the agent's email of 24 March 2020 with regard to the use of individual bags for each waste stream to be used, with collection of waste taking place at 7.30am Monday to Saturday and waste collection crews taking waste directly from the basement store to the waiting collection vehicle.

The Noise Assessment for Planning Purposes, ref. P3980/R1c/RDC, dated 25 February 2020, by AEC

The agent's email of 24 March 2020 with regard to the type of cooking that would take place at the premises (Cooking will involve warming up pre-prepared food only using a microwave and toasters)

The Air Quality Assessment by Redmore Environmental, ref. 3571r1, dated 9 April 2020, including the mitigation measures for the control of fugitive dust emissions during the construction phase recommended in Table 19 and all the good practice recommendations contained within the assessment

Crime Impact Statement, ref. 2019/0850/CIS/02, Version A, dated 13 March 2020

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Deliveries, servicing and collections, including waste collections, shall not take place outside the following hours:

07:30 to 20:00, Monday to Saturday
10.00 to 18.00 on Sundays and Bank Holidays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

4) The rear courtyard area shall not be used by any persons, including hotel guests or staff, after 9pm each evening.

No music, sound or amplified sound or music shall be played in the courtyard at any time.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

5) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

In order to achieve this, the development hereby approved shall be carried out in accordance with the recommendations within the Noise Assessment for Planning Purposes, ref. P3980/R1c/RDC, dated 25 February 2020, by AEC.

b) Upon completion of the development and before any of the external plant is first operational, a verification report will be required to validate that the work undertaken confirms to the above noise criteria. The report shall give the results of post-completion testing to confirm that the proposed noise limits are being achieved once the plant and any mitigation measures have been installed. Any instances of non-conformity with the above criteria shall be detailed along with any measures required to ensure compliance. The report and any necessary measures

shall be approved in writing by the City Council as Local Planning Authority and the development shall be implemented in full in accordance with the approved details before the plant is first brought into use.

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

6) Within 3 months of first occupation of the building, written evidence shall be provided to the City Council as local planning authority that the development has been built in accordance with the recommendations contained within the submitted Crime Impact Statement, ref. 2019/0850/CIS/02, Version A, dated 13 March 2020, and that a secured by design accreditation has been awarded for the development.

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.

7) Before development commences, full details of the proposed construction/fit-out arrangements from a highways perspective shall be submitted to and approved in writing by the City Council as Local Planning Authority. In addition, a Construction Management Plan shall be provided that shall detail the phasing and quantification/classification of vehicular activity associated with the planned construction. This shall include details on anticipated vehicular movements (type and frequency) and routeing of vehicles (including appropriate swept-path assessment), together with any associated proposals for deliveries, storage and disposal/collection of materials, as well as satisfactory routeing both within the site and on the adjacent highway. The document provided shall also consider ongoing construction works and contractor parking in the locality. The development shall be implemented in accordance with the approved details.

Reason - To ensure an acceptable development during the construction phase, pursuant to policy DM1 of the Core Strategy.

8) a) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

9) Before the development first becomes operational, full details of a servicing strategy for the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The servicing strategy shall ensure that all vehicles requiring loading access to the site are scheduled and managed appropriately. Servicing at the development shall be carried out in accordance with the submitted strategy.

Reason - In the interests of public safety, pursuant to policy DM1 of the Core Strategy.

10) Before first occupation of any part of the development, a travel information pack /brief travel plan shall be made available for both visitors to and staff of the development that has been

previously been submitted to and approved in writing by the City Council as local planning authority. The pack/strategy shall outline procedures and policies that the users of the site will be encouraged to follow in order to promote sustainable travel to and from the site. The development shall be carried out in accordance with the approved details 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.

11) Before works commence on replacing the windows on the building with the approved timber sash windows, full details of the replacement windows including a full set of scaled drawings (plans, elevations and cross-sections), shall be submitted to and approved in writing by the City Council as Local Planning Authority. The sash window design shall be fully detailed to show how it compares/matches the original windows within the listed building to which the application site belongs, including the submission of scaled details at 1:2 and 1:5 through the heads, cills, reveals, glazing bars, frames and meeting rails. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

12) Before works commence on the main entrance alterations on Princess Street, full details and scaled drawings of the works proposed including full setting out and fabrication details of the new entrance, stonework and steps shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

13) Before works commence on any CCTV to be installed at the premises, full details of the works proposed and their impact on the listed building shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

14) a) Prior to the commencement of development, a programme for the issue of samples and specifications of all materials and mortar to be used on all external elevations of the building, within the rear courtyard area (on the ground surface) and inside the building (i.e. items such as wallpaper, paint finishes, panelling, tiling, floor materials etc) shall be submitted to and approved in writing by the City Council, as local planning authority. This shall include details and timings of samples and specifications of all materials and mortar to be used within the courtyard and on all external elevations of the development and inside the building, including jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management.

b) Samples and specifications shall then be submitted to and approved in writing by the City Council as local planning authority prior to installation and in accordance with the schedule of materials and samples as agreed in part a) above. The development shall be carried out in accordance with the approved details.

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.

15) Before works commence on any masonry/brick/stone repairs and repointing on the external elevations of the building, full details of the repairs/repointing proposed including specifications and samples of workmanship shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

16) Before works commence on the replacement of rainwater goods on the building, full details of the goods proposed shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt, the replacement goods shall be cast iron. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

17) Before any demolition works hereby approved commence, full details of the works proposed including method statements for the demolition work and details of any protection measures shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

18) Before works commence on the full height glazing to be installed between the outrigger and rear wall of the main part of the building, full details and designs of the glazing shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

19) Before works commence on the extension of the outrigger, full details of the proposed finish for the external walls shall be submitted to and approved in writing by the City Council as Local Planning Authority. The finish shall preferably be exposed brickwork, should the existing render be able to be removed carefully. A test sample showing the condition of the brickwork underneath the existing render shall be presented to the Local Planning Authority for review so that the final finish for the external walls can be agreed. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

20) Paint shall be removed from the brickwork at the rear of the building prior to first occupation of the development. A method statement and specification for these works shall be submitted to and approved in writing by the City Council as Local Planning Authority, together with a sample area showing the paint removed to ensure it is acceptable. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

21) Before the new hotel use hereby approved becomes operational, full details of the access management strategy to be put in place to allow full access into the building for all users and the physical measures proposed to achieve this (such as signage, call button etc) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development and to allow full access into the building, pursuant to policy DM1 of the Core Strategy.

22) Before development commences on the green (living) wall that would be installed at the rear of the property, full details of the wall, including the plant species to be incorporated into the wall, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

23) Before works commence on any Mechanical and Electrical equipment and services, including ducting, cabling and external lighting, to be installed at the premises, full details of the works proposed and their impact on the listed building shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan and policies DM1, EN3 and CC9 of the Core Strategy.

Informatives

1) Whilst the development has been assessed as low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Appendix 1 – List of consultees & neighbours notified

Greater Manchester Archaeological Advisory Service
Highway Services
Environmental Health
Oliver West (Sustainable Travel)
City Centre Regeneration
Greater Manchester Police
Greater Manchester Ecology Unit

57 - 63 Princess Street, Manchester, M2 4EQ
Sixth Floor, 55 Princess Street, Manchester, M2 4EW
Fifth Floor, 55 Princess Street, Manchester, M2 4EW
Fourth Floor, 55 Princess Street, Manchester, M2 4EW
Third Floor, 55 Princess Street, Manchester, M2 4EW
Second Floor, 55 Princess Street, Manchester, M2 4EW
First Floor, 55 Princess Street, Manchester, M2 4EW
Ground Floor, 55 Princess Street, Manchester, M2 4EW
63 Princess Street, Manchester, M2 4EQ
First Floor, 57 Princess Street, Manchester, M2 4EQ
Second Floor, 57 Princess Street, Manchester, M2 4EQ
Fourth Floor, 57 Princess Street, Manchester, M2 4EQ
65 Princess Street, Manchester, M2 4EG
Third Floor, 57 Princess Street, Manchester, M2 4EQ
Flat At, City Arms, 48 Kennedy Street, Manchester, M2 4BQ
57 Princess Street, Manchester, M2 4EQ
City Arms, 48 Kennedy Street, Manchester, M2 4BQ
55 Princess Street, Manchester, M2 4EW
42 - 44 Kennedy Street, Manchester, M2 4BQ
The Waterhouse, 67 - 71 Princess Street, Manchester, M2 4EG
Vine Inn, 46 Kennedy Street, Manchester, M2 4BQ

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Upper King Street (Extension) Conservation Area 1985
Conservation Area - Albert Square Conservation Area 1972
Area Team Boundary - Name: CITY1