Planning Statement

Holiday Inn Express, Oxford Road, Manchester

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1.0 INTRODUCTION

1.1 This Planning Statement has been prepared by stephenson hamilton risley STUDIO in support of a full Planning Application by "Heeton". The Planning Application relates to the site of 2-4 Oxford Road, Manchester.

1.2 stephenson hamilton risley STUDIO were responsible for the design of the existing Holiday Inn Express that currently lies on this site, and the reason the applicant commissioned them to design the proposal that is the focus of this application.

1.2 This application proposes the construction of a two-storey roof top extension above the existing hotel. The existing roof mounted plant and servicing equipment will remain in-situ on the 11th floor, with two additional floors constructed above to accommodate 24 bedrooms. The extension will have the same C1 use as the existing building and will increase the total C1 use Gross Internal Area from 5,500.46 sqm to 6,634.00 sqm.

1.3 This Planning Statement considers the proposals against Manchester's Local Plan including National and Local Planning Policy, Strategy and Guidance.

2.0 SITE LOCATION AND DESCRIPTION

2.1 The proposed development is located at 2-4 Oxford Road, Manchester. The existing building is an 11 storey Holiday Inn Express hotel (C1 use), with the Ground Floor also comprising a Spar Supermarket (A1 use).

2.2 The site plan is broadly triangular in nature and bound by the River Medlock that flows North East to South West, whilst Oxford Road and Hulme Street complete the site to the East and South respectively.

Wider Context

2.3 The site marks the Northernmost remit of Oxford Road which itself is defined as the 'Knowledge Corridor'. The immediate local area is defined by the presence of the Manchester Oxford Road - Manchester Piccadilly railway line, whilst the Mancunian Way (A57) to the South provides access to the ring road and National motorway network.

2.4 Beyond the railway bridge to the North is the Central Library and the core of the city centre, access is provided here to the Metrolink tram system. To the South is the Mancunian Way whilst to the East is the recently completed Circle Square.

2.5 The site is a highly sustainable location and is well served by public transport. Oxford Road is served by a comprehensive bus network that connects to the city centre and reaches to the South, whilst Oxford Road railway station provides a direct service to Manchester Piccadilly and the wider National railway network.

Local Context

2.6 The 4 storey Dancehouse Theatre is to the immediate South of the site, that itself neighbours the 10 storey Quadrangle residential building on Hulme Street. Oxford Road Railway Station and bridge cross over Oxford Road to the North with the Former Refuge Assurance Company Offices further on, whilst the 7 storey Oxford Place Building is to the North East. Directly East is the 16 storey Circle Square. To the North West are two large residential towers of 33 and 35 storeys.

Dancehouse Theatre
Designed by Pendleton & Dickson originally as 2 art deco cinemas, but now houses ground floor retail and the Northern Ballet School above.

Former Refuge Assurance Company Offices
Grade II* listed red brick and terracotta building designed by Alfred Waterhouse located on the corner of Oxford Street and Whitworth Street.

Oxford Road Station and Viaduct bridge
Grade II listed station building built in 1960, with Grade II listed railway viaduct crossing over Oxford Road.

Listed buildings and conservation areas

2.7 Nearby Listed Buildings and Conservation Areas are contained in the table below, together with a summary of their significance and scale of impact.

Designated Heritage Asset	Listing Grade or other description	Significance of setting	Scale of impact	Significance of the effect of change, or overall impact
Manchester Oxford Road Railway Station	Grade II	Low	No change	Neutral
Manchester South Junction & Altrincham Railway Viaduct	Grade II	Low	No change	Neutral
Dancehouse Theatre	Grade II	Medium	Negligible	Neutral
Former Refuge Assurance Company Offices	Grade II*	Low	No change	Neutral
Whitworth Street Conservation Area	n/a conservation area	Low	No change	Neutral

Note - The application site is not within a Conservation Area.

Planning History

2.8 In 2008 permission was given for the demolition of an existing 3 storey building and erection of an 11 storey Holiday Inn Express Hotel with a Ground floor retail unit (application 082205/FO/2007/C3).

2.9 There have been several minor signage and louvre application since, but of no notable importance.

3.0 PROPOSED DEVELOPMENT

3.1 The proposals include construction of a new 2 storey rooftop extension above the existing 11th floor of the hotel. The extension will accommodate 24 additional bedrooms and hotel back of house spaces.

3.2 The existing plant equipment on the 11th floor will remain, albeit enclosed with a perforated façade to enable fresh air intake and extract to serve existing equipment. This will require a small section of existing parapet brickwork to be removed.

3.3 The existing stair and lift cores will be extended to serve the new floors above, whilst a small amount of additional plant equipment that serves the additional bedrooms will be located on the new roof.

3.4 There are no proposed changes to the remainder of the existing hotel building.

3.5 Further details can be found in the Design and Access Statement.

Materials

3.6 The extension has been conceived as a heavily articulated metal shroud that will act as a crown to the existing building. Purposely designed to contrast with the existing brickwork facades to avoid the uncomfortable colour mismatch of new bricks and mortar against the existing should a continuation of the same architectural language have been proposed.

3.7 A series of regular spaced metal fins establish an order into which bedroom and circulation area windows are punctured, whilst the fin modules to the lowest tier along Hulme Street and facing The River Medlock proportionally increase to form ventilation zones to serve the existing 11th floor plant equipment.

3.8 A contemporary portico facing Oxford Road terminates the Hulme Street and River Medlock elevations. Itself proposed as a series of monolithic metal fins as a continuation of the extension's architectural language.

4.0 HOTEL NEED IN MANCHESTER

4.1 Providing sufficient hotel accommodation is key to supporting Manchester's leisure, tourism, and conferencing economy. For this to be sustainable hotels should be located within the city centre.

4.2 According to Horwath HTL, Manchester hotel occupancy rates approached 80% towards the end of 2022, with 29% of these being of a 3* standard, similar to the Holiday Inn Express brand. With new attractions such as Aviva Studios (Factory) and Co-op Live Arena due to open in early 2024 the demand for city centre hotel accommodation will continue to rise.

4.3 Deloitte Crane Survey notes over 1,504 hotel rooms were delivered last year, with 30 hotels being constructed since 2015, demonstrating the requirement for hotel accommodation is not slowing.

4.3 The current owners of the Holiday Inn Express Manchester have seen sustained high levels of occupancy at their hotel, and the desire to extend their current property has come following their own viability exercises using live market appraisals.

4.4 The Holiday Inn Express provides affordable yet high quality accommodation, and their brand offering and target market sits comfortably amongst surrounding hoteliers such as the 4* Maldron Hotel on Charles Street and the 5* Kimpton Clocktower Hotel on Oxford Street.

5.0 DEVELOPMENT PLAN POLICY

5.1 This section details the relevant documents that make up the Development Plan and Material Considerations such as guidance and MCC Strategic objectives.

Local Development Framework

5.2 The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context, the Development Plan comprises:

- Manchester Core Strategy 2012 (the Core Strategy)
- Manchester Proposals Map (2012)
- Saved Policies of the Manchester Unitary Development Plan 2005 (the UDP)
- Greater Manchester Joint Waste Development Plan Document (2012)
- Greater Manchester Joint Minerals Plan (2013)

5.3 The Core Strategy was adopted in July 2012 and is the key overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of UDP Policies have been "saved" and comprise part of the Development Plan also.

Material Considerations

5.4 The following published policy and guidance documents are of material considerations relevant to the Proposed Development:

- National Planning Policy Framework (NPPF) 2023
- National Planning Practice Guidance (NPPG) 2023
- Places for Everyone
- Oxford Road Corridor Strategic Spatial Framework 2018
- Guide to Development in Manchester - Supplementary Planning Document & Guidance (SPD) (2007)
- Design for Access 2 (2003)
- Historic England Tall Buildings: Historic England Advice Note 4 (2022)

Manchester Core Strategy 2012

5.5 The primary policies supporting the principle of the application are summarised below. Evidence and compliance are demonstrated in the accompanying design drawings and associated reports:

Policy EC1 *Design Principles and Strategic Character Areas* Identifies a minimum of 200 ha. of employment land will be delivered between 2010 – 2027 in addition to the Council supporting other significant contributors to economic growth including those supporting the tourism sector.

Policy EC2 Retaining and enhancing existing employment space.

Policy EN1 '*All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance …. and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised,* The seven principles being Character, Continuity, Quality of Public Realm, Ease of Movement, Legibility, Adaptability and Diversity.

Policy CC4 *'Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the City, and these will be particularly important in the City Centre. New hotel development which contributes to the quality of the City Centre hotel offer will be supported.*

Policy CC6 *City Centre High Density Development* outlines that city centre developments will generally be high-density to maximise efficiency.

Policy CC9 *Design and Heritage* requires the design of new buildings to be of the highest standard in terms of appearance and function.

Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding areas in terms of the design, scale and appearance.

National Planning Policy Framework (September 2023)

5.6 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate, and necessary to do so.

Achieving sustainable development

5.7 The NPPF indicates the purpose of the planning system is to contribute to the achievement of sustainable developments (paragraph 7). A clear presumption to favour of such developments is noted in paragraph 11.

5.8 The planning system has three overarching objectives, that whilst independent, need to be pursued in mutually supportive ways. These include Economic, Social and Environmental objectives.

5.9 The development will clearly contribute to a 'responsive' and 'competitive' economy and located in the appropriate location in the City Centre. The proposal will seek to maximise the unrealised potential of the existing site. The location of the site within the city centre means the additional jobs that are created will also be accessible.

Presumption in favour of sustainable development

5.10 At the heart of the NPPF is the 'presumption in favour of sustainable development'. Paragraph 11 of the NPPF outlines what this means for the decision-making process:

"a.) approving development proposals that accord with an up-to-date development plan without delay; or

b.) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:

• the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
• any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

5.11 The proposal represents sustainable development as it delivers a high quality extension to an existing building, therefore making efficient use of land in a location that has already been previously deemed appropriate for hotel use.

Promoting sustainable transport

5.12 Within Chapter 9 of the NPPF identifies transport issues should be considered at the earliest stage of a proposal. Since the existing hotel is already established, and the proposed extension will be on the same site, it can be demonstrated that the development will further contribute to the reduction of congestion and greenhouse gas emissions since it is within walking distance of a comprehensive bus network and national railway station, both of which are under 0.1 miles away. The hotel has no on-site car parking, again contributing to the promotion of public transport as far as practicable.

National Planning Policy Guidance

5.13 The National Planning Practice Guidance ("NPPG") most recently revised in 2023 sets out advice, information and best practice on a wide range of planning issues, with the overall objective of becoming a single source for planning guidance. The most relevant to this development are summarised below, and the accompanying design drawings and supporting statements address these in more depth:

- Air Quality
- Importance of pre-application discussions
- Climate Change
- Requirement for well designed developments
- Effective use of land

9.0 SUMMARY AND CONCLUSION

9.1 This Planning Statement accompanies an application for Full Planning Permission for a rooftop extension above the existing Holiday Inn Express hotel on Oxford Road, Manchester.

9.2 The applicant is “Heeton” and they will be responsible for the delivering the project.

9.3 The proposed development seeks to deliver a two-storey extension, set above the existing 11th floor roof, where existing plant equipment will remain in situ. The extension will provide an additional 24 bedrooms and associated back of house spaces. This will increase the hotel bedrooms from 147 to 171.

9.4 The rooftop extension has been designed by stephenson hamilton risley STUDIO who were also responsible for the design of the existing building. This continuity of design author will ensure the highest levels of design are maintained, and the extension will appear appropriate and belonging to the existing building. The extension has been through a rigorous design evolution to reach the submitted scheme. The design is of the highest quality and responds sympathetically to both the existing hotel and locality.

9.5 The proposals will make a positive contribution to maximising the potential of the city centre site, whilst also creating new employment opportunities as well as supporting Manchester’s growing visitor and tourism economy.

9.6 This document demonstrates that the proposed development meets the objectives of the Local Development Framework and is supported by other material considerations. The proposals meet an identified need and contribute to further supporting the cities leisure and tourism economy, and we therefore respectfully request that planning permission is granted.