Application Number	Date of Appln	Committee Date	Ward
141460/FO/2024	21st Nov 2024	20th February 2025	Deansgate Ward

Proposal Erection of a 3-storey rooftop extension to the existing 9-storey hotel building, external facade alterations, and other associated works.

Location Moxy Hotel, 8 Atkinson Street, Manchester, M3 3HH

Applicant KE Hotels

Agent Mr Neil Lucas, AshtonHale Ltd

Executive Summary

The proposal a three-storey roof top extension to provide an additional 54 bedrooms,

Key Issues: Principle of the proposal and the schemes contribution to regeneration: The proposal accords with national and local planning policies, and would deliver economic, social, and environmental benefits. The proposal would provide 54 additional bedrooms.

Impact on the historic environment: The proposal would impact on the setting of listed buildings in the Deansgate Conservation Area and the retained parts of Invicta House which is a non-designated heritage asset. The harm would be minor adverse, less than substantial and outweighed by the public benefits of the scheme.

Economic: The proposal would create 10 full time equivalent (FTE) to operate the extended hotel and jobs over the build period. Total net GVA from construction would generate around £6.5 million in the local economy. It would create a range of jobs, drive economic growth and productivity and support inclusive growth.

Social: A local labour agreement would prioritise local residents in construction and related jobs. The proposal would be fully accessible.

Environmental: This would be a low carbon development in a highly sustainable location. There would be no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New bird and bat boxes would improve biodiversity. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

Impact on local residents and local businesses: The impact on daylight/sunlight and overlooking would be acceptable. Construction impacts would not be significant and can be managed to minimise the effects on local businesses.

A full report is below for consideration.

Description

The site is a 146-bedroom hotel at 2-4 Atkinson Street. It is 0.47 ha, bounded by Atkinson Street, Scott Place and Tivoli Street and includes the Atkinson Street and Scott Place facades of Invicta House. An 8-storey new build element is clad in COR-TEN with a glazed top storey and louvred rooftop plant enclosure.

The retained elements of Invicta House date from the early 1900's. and are composed of red brick with banded painted stone. The architectural style has some Gothic details to the door surround but is best described as eclectic, pointed and with a Dutch / North European architectural character. The fenestration has been completely altered throughout the building, with a number of former openings reduced in size or blocked up.



Surrounding listed buildings include: the four-storey Grade II County Courthouse (184-186 Deansgate); the 13-storey Sunlight House, a Grade II; the Grade I John Rylands Library; the Grade II Albert Hall; and Grade II Opera House. The site is in the Deansgate Conservation Area. There are no listed buildings on the site.

The building fronts Atkinson Street and abuts the Grade II listed former County Court on Deansgate. It terminates the view along Little Quay Street which is enclosed by the back of Royal London House and Sunlight House, both Grade II listed. The site is in Spinningfields.









Planning Permission (116164/FO/2017) was granted in August 2017 for the retention of the main facades of Invicta House and the development of a 9 storey 145 bed hotel. Planning Permission (126945/FO/2020) was granted in September 2020 allowing the height of the building to be increased to 10-storeys. The existing building is a 9 storey 146 bed hotel.

The Proposal

This application seeks to increase the height of the hotel by three-storeys to provide an additional 54 bedrooms. It is proposed to remove the top storey of the building, add the new floors and reinstate the top storey above the new floors.



There would be 3 additional cycle spaces creating a total of 20, accessed from Tivoli Street. 12 would be internally and 8 external. There is dedicated staff shower and changing facilities.

A larger internal refuse storage area would be created by reducing the size of the ground floor linen store. This would be accessed off Tivoli Street. The rooftop plant would be enclosed by COR-TEN cladding.

The layout and appearance would be consistent with the previous approval.



The applicant has stated that the proposal would deliver the following benefits:

- The additional rooms would meet demand in Spinningfields.
- Forecast employment during construction is 108 jobs created by the construction.
- There would be increased associated spend in local shops and businesses during this period.
- 10 (FTE) additional staff members would be employed, including housekeeping in addition to the 75 staff currently employed by the hotel.
- Increased contribution towards Manchester city centre's economic value.
- Investment in the local area during construction.
- The construction would involve purchases from a range of suppliers, and in turn purchase from their own suppliers via the supply chain. An initial investment can have much larger economic benefits as this expenditure is diffused through the economy.
- The 54 rooms would be in a sustainable location.
- It would contribute to the ongoing regeneration of Spinningfields.

The application has been supported by the following information: - Drawings, Design and Access Statement, Heritage Statement, Crime Impact Assessment, BREEAM Pre-assessment Statement, Wind Assessment, Planning Statement, Townscape and Heritage Visual Impact Statement, Noise Assessment, Waste Management Statement, Television and Radio Impact Statement and Transport Statement.

Consultations

Publicity - The occupiers of adjacent premises have been notified and the applications have been advertised in the local press as a major development and affecting the setting of a conservation area and the setting of listed buildings.

Notification letters have been sent to an extensive area and 2 objections have been received. A full summary of which is provided below:

- This project is extremely likely to impact negatively Sunlight House and its surroundings, the setting of Sunlight House, as a listed building and its landmark status as well as the conservation area.

- The proposed works would trigger a lot of issues for instance complaints and rent reductions demands from tenants, changes in the management of the building because of the works, traffic and access management, protection of the listed building etc.

- Traffic around the building will increase greatly.

- The extension will impact on the light and views of tenants of Sunlight House making the recently extensively refurbished building difficult to let.

- The construction works will impact Sunlight House' amenities during the applicant's construction period, especially noise, vibration, air quality, litter, road cleanliness, road safety, car parking, disturbances from 4 construction

appliances / site deliveries, construction related traffic generation, and more road traffic around Sunlight House. This negative situation will create massive ongoing disturbances to our existing tenants.

- The damage to visual amenity is most acute in relation to the Grade II Listed Oddfellows House at 184 to 186 Deansgate, which is a Victorian building. The development would harm the building without clear and convincing justification.

- The proposed extension would constitute over-development of the site which would overshadow and block daylight from the surrounding properties including Oddfellows House.

- Should the development go ahead, Oddfellows House would experience severe overshadowing in the afternoon as sunlight coming from the West would be completely blocked.

- Noise resulting from construction will disturb and deter customers. The proposed noise levels significantly exceed Manchester City Council's requirements.

Environmental Health advise conditions relating to plant and equipment, the management of construction, opening hours, the hours during which deliveries can take place, acoustic insulation of the premises, the external roof terrace, the storage and disposal of refuse, air quality and the mitigation / management of any contaminated land should be imposed on any planning permission

Highway Services advise that the current travel plan is monitored and updated to reflect the extension, and a Construction Management Plan is required.

Work & Skills Team - a local labour condition is required.

Design for Security at Greater Manchester Police - security measures should be agreed and included as a condition

Greater Manchester Ecology Unit (GMEU) Recommended informatives to protect bats and birds and advise that the proposal is exempt from mandatory BNG under the de minimis rule. Trees adjacent to the site should be protected and enhancement should be provided in the form of bird and bat boxes.

Assuming no bird or bat boxes were provided for the original application a couple of bird boxes on the new roof would suffice, targeting hole nesting birds.

United Utilities – the proposal is acceptable provided that the recommended condition is attached to any approval.

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995).

The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone

Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted in March 2024.

The relevant policies are as follows:

JP-Strat1 - Core Growth Area – The proposal would support the role of the City Centre as the primary growth driver of the City Region. The additional hotel rooms would provide space for visitors supporting the success of other uses.

JP-Strat2 – City Centre – The location is near public transport, walking and cycle routes. The proposals would provide additional hotel rooms which are needed in the City Centre.

JP-Strat14 – A Sustainable and Integrated Transport Network – This proposal would be close to excellent public transport links. Additional secure cycle parking spaces would be provided.

JP-S1 – Sustainable Development – The proposal is targeting BREEAM 'Very Good.'

JP-S5 – Clean Air – The site is in the Manchester AQMA. Measures would control dust and impacts from construction. This car free proposal includes on-site cycle provision and would not exacerbate current air conditions.

JP-S6 – Recycling – Waste storage would be increased to meet the additional accommodation. Bins would be stored in the building. Waste would be minimised during construction.

JP-P1 – Sustainable Places – The proposal would be fully accessible and close to public transport. The design would respect and acknowledge the character and identity of the locality.

JP-P2 – Heritage – The site is in the Deansage Conservation Area and listed buildings are nearby. All heritage assets would remain legible and understood; however, the proposal would cause minor adverse harm to the setting of Sunlight

House on Quay Street and Oddfellows House on Deansgate and the non-designated Invicta House that is discussed in more detail in the report.

JP-P6 – Health – The proposal would support active travel. A hoist would be installed in one of the bedrooms and the hotel would be fully accessible.

JP-C1 – An Integrated Network – 12 internal and 8 external secure cycle parking spaces would be provided on site. Trips during construction would be managed to minimise the impact on the local highway network.

JP-C3 – Public Transport – The site is close to bus stops, train stations and Metrolink Stations.

JP-C4 – The Strategic Road Network – There would be no undue harm to the local highway network. Visitors would travel to the site by sustainable means. Construction impacts would need to be carefully managed.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – This is a highly accessible location, and the proposal would reduce the need to travel by private car and would support sustainable growth.

SO2. Economy The scheme would provide construction jobs and permanent employment in a highly accessible location. it would support the City's role as the main employment location and primary economic driver of the City Region.

S05. Transport The hotel is a highly accessible, reducing the need to travel by private car and making the most effective use of public transport.

S06. Environment The proposal 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 and support biodiversity and wildlife and help to ensure that the City is inclusive and attractive to residents, workers, investors, and visitors.

Policy SP 1 (Spatial Principles) - The proposal would be sustainable and deliver additional hotel rooms. It would be close to sustainable transport and maximise the use of the City's public transport infrastructure. It would enhance the built and natural environment. The proposal is exempt from mandatory BNG under the de minimis rule. Bat and bird boxes would be provided on the roof.

Policy C1 (Centre Hierarchy) - The proposal would assist the City Centre in remaining the regional focus for commerce, culture, leisure, and tourism.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe) – The bedrooms would attract more visitors to the City Centre and increase spending assisting existing and future commercial uses.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The additional rooms would improve facilities for visitors.

Policy CC5 (Transport) - The proposal would provide secure accommodation and increase natural surveillance. It would be accessible by a variety of modes of transport helping to improve air quality and reduce carbon emissions.

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

Policy CC7 (Mixed Use Development) – The lower levels of the building would remain in mixed use.

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 in keeping with the existing hotel. The minor adverse harm it would cause to the settings of nearby listed buildings and the conservation area, and the non-designated Invicta House is discussed in more detail in the report.

Policy CC10 (A Place for Everyone) – The proposal would be fully accessible.

Policy T1 (Sustainable Transport) – This would be a car free development in a highly accessible location to rail, tram, bus and cycle infrastructure. 20 on site cycle spaces would be provided.

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

Policy EN1 (Design Principles and Strategic Character Areas) - - The high-quality design which would enhance the character of the area and the overall image of Manchester. Full details of this are discussed below.

Policy (EN3 Heritage) – The minor adverse impact on the settings of the listed buildings and the Deansgate conservation area and the non-designated Invicta House is discussed in detail in the report.

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 proposal would comply with the target framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN8 (Adaptation to Climate Change) – measures would be incorporated into the scheme to minimise its impact on the climate.

Policy EN15 (Biodiversity and Geological Conservation) – The proposal is exempt from mandatory BNG under the de minimis rule. Bat and bird boxes would however be provided on the roof.

Policy EN16 (Air Quality) - The hotel is accessible by all forms of public transport. The proposal would not compromise local air quality conditions. Mitigation would be in place during construction. There would be 20 secure cycle parking spaces.

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

Policy EN19 (Waste) - The proposal would be consistent with the principles of waste hierarchy. There would be an internal bin store with recycling.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building along with associated impacts on amenity.

These issues are considered full, later in this report.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC18.1 Conservation Areas – The proposal would result in a low level of harm to the character and appearance conservation area and the non-designated Invicta House. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would result in minor adverse harm to the settings of the nearby listed buildings and the non-designated Invicta House. This is discussed in more detail later in the report.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments, and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers or hotel guests through noise. This is discussed in more detail later on in this report.

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment.

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design.

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall, the City Centre plan seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England"

Manchester Strategy (January 2016)

The strategy sets the long-term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

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 Zero Carbon Framework –

Outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO2 from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

National Planning Policy Framework (2024)

The revised NPPF re-issued in December 2024. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development.* The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a Strong, Competitive Economy'* states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

The proposal would support economic growth and create jobs and prosperity through construction and through the operation of the uses. The additional hotel rooms would support existing office, and leisure uses within Spinningfields and beyond.

Section 8 '*Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 96).

The hotel would remain safe and accessible and would better complement the nearby uses within Spinningfields and beyond.

Section 9 '*Promoting Sustainable Transport'* states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health*' (paragraph 110).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public

transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 117)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

The site is centrally located within the City Centre, is well connected to all public transport modes which would encourage sustainable travel. This would be a car free development. There would be no unduly harmful impacts on the traffic network.

Section 11 '*Making effective use of land'* states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 124).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 125)

Paragraph 130 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF.

The proposals are a three-storey extension to an existing hotel making more effective use of the site and providing accessible accommodation that would support surrounding uses including providing accommodation for visitors to local residents.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is

effective engagement between applicants, communities, local planning authorities and other interest throughout the process'' (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant wright should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be high quality and in keeping with the existing design and materials of the existing extension.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change'* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 164).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 168).

The development is exempt from mandatory BNG under the de minimis rule. Bat and bird boxes would however be provided on the roof. The development is targeting a BREEAM score of 'Very Good.'

Section 15 '*Conserving and Enhancing the natural environment'* states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

As above, bat and bird boxes would be provided on the roof.

Paragraph 198 outlines that decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short-term noise impacts associated with the construction process, but these can be managed to avoid any unduly harmful impacts on amenity. The application is supported by an acoustic report for the accommodation and the plant and equipment.

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in pace during the construction process.

Section 16 '*Conserving and enhancing the historic environment'* states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit

an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 207).

In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210)

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 goes on to state 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 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The 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 (paragraph 216).

The proposal would result in less than substantial harm to the designated and non-designated heritage assets. This is considered in detail in the report.

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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning

authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution.
- using green infrastructure, in particular trees, to absorb dust and other pollutants.
- means of ventilation.
- promoting infrastructure to promote modes of transport with low impact on air quality.
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur.
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated.
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose-built barriers, or other buildings.
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and.
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces

- materials – what a building is made from

Health and wellbeing states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel.
- lessening traffic generation and its detrimental impacts.
- reducing carbon emissions and climate impacts.
- creating accessible, connected, inclusive communities.
- improving health outcomes and quality of life.
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting.
- Reducing or removing risks to a heritage asset.
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 66 Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation

area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Conservation Area Description

Deansgate Conservation Area was designated by the City Council on 26 June 1985. It includes much of the area surrounding Peter Street and the junctions of Deansgate with both Quay Street and Bridge Street. The area is situated on ground, which is mostly flat, although there is a gentle slope down Peter Street in a westerly direction towards the river. Peter Street, and its continuation into Quay Street, is the most important junction in the area. Acute and oblique angles affect the plan form of buildings; since land in the city centre is at a premium, buildings totally cover their site and as a result more interesting buildings occur, many with corner entrances which are typical of Manchester.

Generally, buildings in the area display the Manchester characteristic of a tri-partite subdivision of the elevations, consisting of an over-large ground floor, a less highly modelled middle section and a varied top level seen against the sky. Buildings on Peter Street, Quay Street and part of Deansgate are of different ages and styles but retain a positive relationship with one another. Where redevelopment proposals are put forward, the City Council will seek designs which are consistent with the character of surrounding buildings.

Issues

Principle of the redevelopment of the site and contribution to regeneration

The City Centre is the primary economic driver in the City Region and Regional Centre and is crucial to 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 as the City Centre's population and employment offer grows.

Hotel accommodation complies with the aims of policy SP1 of the Core Strategy and those within policy JP-S1 of Places for Everyone. Making efficient use of land is required by Section 11 of the NPPF.

The regeneration of Spinningfields has created a high-quality environment and this proposal would contribute to this. The accommodation is different to that offered by the larger hotels and brands and has proven popular.

The hotel would support the role of the City Centre as a destination and would create employment during construction, and 10 full time equivalent (FTE) to operate the extended hotel.

The proposal would use the site efficiently and effectively in accordance with Paragraph 118(d) and 122 of the NPPF.

Manchester is a popular destination for domestic and international visitors. The Moxy Hotel has retained a high occupancy rate over the past two years, regularly exceeding an average 80% occupancy per month for corporate and leisure visitors, and often being full at weekends.

The proposal 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.

Climate change and sustainability

This is a highly sustainable location with access to rail, bus and tram infrastructure. The proposal would extend an existing hotel, and sustainability would be embedded into the design and construction. The top storey would be reinstalled, reducing the need for new fabric. This would be a car free development with users using sustainable transport.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change. The bird and bat boxes would improve biodiversity, and recycling facilities would be promoted. The extension of the hotel is targeting a BREEAM ‘Very Good’ score.

Provision of a Well-Designed Environment

The building would be fully accessible. Six of the bedrooms would be accessible and one of these room would include a hoist. Pre-weatered Core-Ten would be used to extend the existing fabric. The proposal would provide a quality development.

Impact of the historic environment and cultural heritage

The site is with the Deansgate Conservation Area but does not contain any listed buildings. The Grade II Listed Sunlight House and the Grade II Listed Oddfellows House (the former County Court Building) are adjacent the site. It is also close to the following listed buildings:

- a Grade II listed building to the south
- Grade I Listed John Rylands Library
- Grade II Listed Albert Hall
- Grade II Listed Opera House
- And the non-designated Invicta House.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required the NPPF. The impact on the setting of the heritage assets and on key views has been assessed to allow the impact of the proposal to be understood and evaluated. The affected listed buildings and conservation areas form part of the wider character and view of the site and have been considered in detail.

Assessment of Heritage Impact

Impact on Townscape

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings and conservation areas. The assessment utilises the guidance and evaluation criteria set out in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013. Four key views, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

Viewpoints

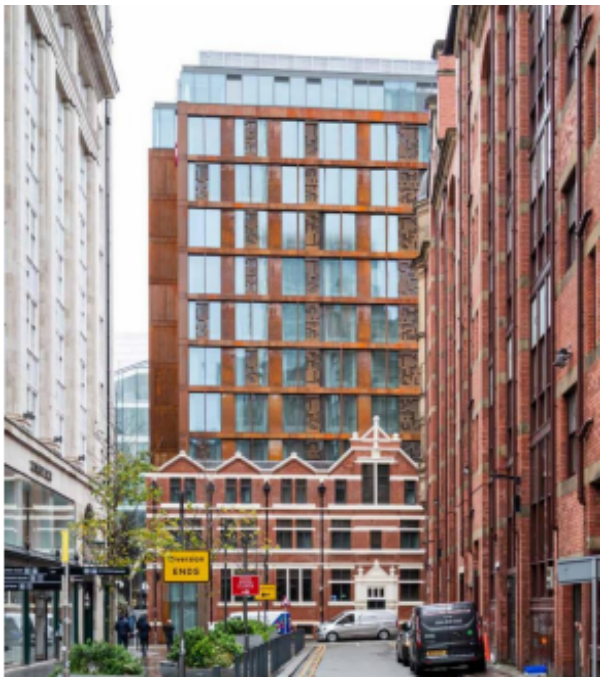
The following comments take into account the previous approval of a 10-storey building described above.

Viewpoint 1

Looking north into the conservation area from Little Quay Street, the retained Atkinson Street elevation of the non-designated Invicta House elevation would continue to terminate the historic frontage in the foreground of this view.

The existing extension provides a contemporary backdrop. The extension would accentuate the vertical feel created by Sunlight House to the left and Royal London to the right. The overall visual impact of the three-storey extension on the heritage values would be minor adverse as the building would no longer be as subservient to the historic buildings in the foreground and would compete with them including the Grade II Listed Sunlight House. It would not block views of heritage buildings.

The proposal would have a minor adverse impact on historic buildings, particularly Sunlight House and Invicta House. The impact would not harm the character of the Deansgate Conservation Area, or the setting of the adjacent listed buildings.

Viewpoint 2

This view is from the edge of the Deansgate/Peter Street Conservation Area, looking south along Scott Place. This view is mostly contemporary, terminated by Sunlight House in the immediate distance and the Beetham Tower in the far distance. The street is framed by the Mediacom building and 1 Hardman Street.




The impact of the proposal would be minor adverse as the building would sit comfortably in the background of the diverse, contemporary architecture which defines Spinningfields, but the increased height makes the building look taller than

Sunlight House and no longer subservient to this large, listed building. The non-designated Invicta House is not visible within this view.

The impact on the setting of Sunlight House would be minor adverse.

Viewpoint 3

This view looks across Deansgate towards Oddfellows House and into the entrance to Spinningfields at Hardman Street.

The hotel is currently partially viewed in the backdrop of the heritage assets from Deansgate, but the proposed extension has much more of an impact.
The focus of the streetscape remains on the frontage buildings on Deansgate flanked by the Mediacom building, but the extension would be more dominant. The transition from 19th century street front to Spinningfields would still be read. The overall visual impact of the proposal would be minor adverse due to the increased impact on the setting of 184 to 186 Deansgate. The non-designated Invicta House is not visible in this view.





The proposal would have minor adverse impact on the medium heritage values of Viewpoint 2. The impact would not result in any definable harm to the character of the Deansgate / Peter Street Conservation Area, or the setting of the other adjacent listed buildings.

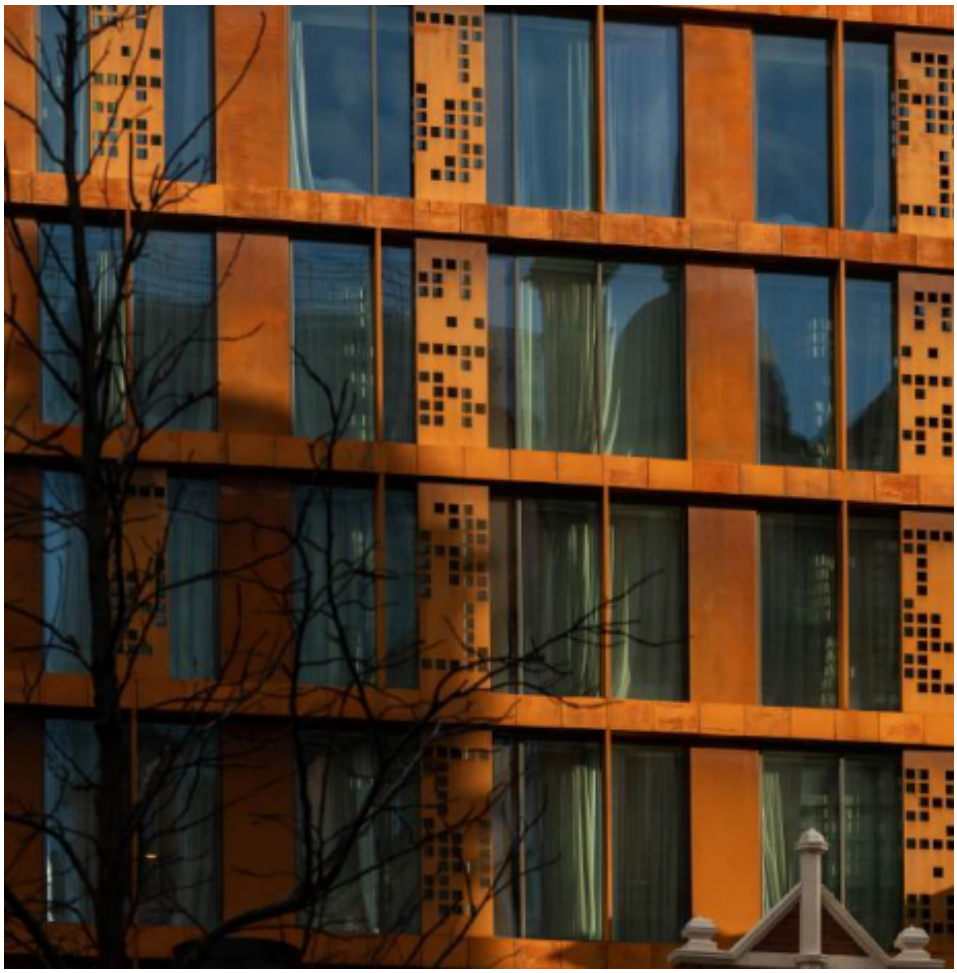
On balance, the proposal would preserve the character and appearance of the conservation area but would cause less than substantial harm to the setting of the nearby listed buildings and the non-designated heritage asst on the site**,** and due to the public benefits set out below, complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and meet the requirements set out in paragraphs 210 and 215 of the NPPF.

The public benefits would be as follows:

- The provision of 54 additional hotel bedrooms, including a new accessible room.
- £6.5m in the local economy through construction.
- Temporary and full-time equivalent construction jobs, and associated job creation in the local economy. 10 Full Time Equivalent permanent jobs would be provided, and over 100. jobs during construction.
- The expansion of an established hotel.
- Increased bed provision close to tourist attractions and public transport.
- Contribute to the ongoing regeneration of Spinningfields.

Architectural Quality

The key factors to evaluate are the scale, form, massing, proportion and silhouette, facing materials and their relationship to other structures. The extension would continue the design of the existing extension and the impact on the surroundings including designated heritage assets would, on balance, be acceptable.



The material would be COR-TEN using the same pre-weathered cladding and retaining the single storey 'glazed box' as the uppermost level. A CORE-TEN plant enclosure would be provided on the roof.

The proposal would retain the overall appearance of the site, particular at street level, and retain the logic of the current design with:

- Retention of the Invicta House facade to Atkinson St and Scott Place.
- A taller element which is stepped back.
- A glazed top storey set back on three sides.
- Randomly located perforated facade panels within horizontal banding
- Metal cladding with a weathered aesthetic
- A rooftop plant enclosure
- Service access from Tivoli Street



Scott Place Elevation

Existing



Scott Place Elevation

Proposed

The materials and colours would match the existing. A condition would require samples of materials and details of jointing and fixing, and a strategy for quality control.

The palette consists of weathered rainscreen cladding (Cor-ten), and curtain walling with randomly punched perforated panels, metal fins, horizontal banding and solid elements.



Atkinson Street Elevation

Existing



Atkinson Street Elevation

Proposed

Impact on Ecology and Biodiversity

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite, offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

Policy EN15 of the Core Strategy requires enhancement, restoration or creation of new biodiversity, either on or adjacent to the site. Policy JP-G7 and JP-G8 of Places for Everyone requires biodiversity enhancements.

The development is exempt from mandatory BNG under the de minimis rule and there are limited areas surrounding the building or on the roof to increase biodiversity. One bat box and two bird boxes would however be provided on the roof.

Impact on the highway network/transport/car parking issues/sustainable travel

This is a highly sustainable location. Any impacts from the construction can be carefully managed and would not have a material impact on the local highway network. A construction management plan should agree the routing of construction vehicles and movements. Traffic impacts are expected to be accommodated in the existing highway network.

The site is highly accessible by bus, tram and rail services with good pedestrian and cycle links. There would 20 cycle spaces for visitors and staff. This should be monitored to ensure that any future demand is catered for. A travel plan is in place at the hotel.

Accessibility and inclusivity

The main entrance is level. An automatic revolving door with a single pass door is provided to the side and all entrances are fully wheelchair accessible and would be powered where required. There would be ten accessible bedrooms, one of which would have a hoist. Alternative handed accessible bedrooms would be available to offer a choice of provision. All accessible bedrooms and bathrooms would be in accordance with Document M and British Standards size requirements.

All areas of the building would be fully accessible including:

- floors that are level throughout,
- Corridor widths, door widths, and opening patterns that all comply with Document M of the building regulations and facilitate wheelchair access.
- Lift cores that would provide access to all floors and would be fully accessible with Braille controls and audible announcements.
- Stairs that would comply with ambulant disabled standards.
- Accessible toilets exist within all public areas, located on the Ground Floor, to comply with relevant building regulations.
- The reception desk near the entrance has a lowered section for wheelchair access.
- A loop system is also provided at reception.

All existing external paving is non-slip and level

Telecommunications (TV and Radio reception and Broadband provision)

A report has been submitted that confirms that the Proposed Development is unlikely to cause any interference to the reception of any television or radio broadcast

platform. The report includes the existing level and quality television signal reception within the survey area and can be used for reference.

It is recommended that any reported TV or radio interference during the construction phase and following completion should be investigated by means of further reception measurements taken within 6 months of construction works and at post-construction stage. Should there be any impacts a series of mitigation measures would be identified which would be controlled by condition.

Local Labour

A condition would require the City Council's Work and Skills team to agree the detailed from of the Local Labour Agreement for the construction period and the end use.

Effect of the development on the local environment and existing residents

a) Air Quality

The proposal could cause air quality impacts during construction and in operation. The site is in an air quality management area and 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 Construction Management Report that would be required by condition.

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. Mitigation measures were implemented as part of the construction and use of the hotel.

b) Wind Environment

Changes to wind can impact on how comfortable and safe the public realm is. Any changes that cannot be designed out should be minimised by mitigation. A Desktop Wind Microclimate Assessment report focused on the impact on people using the site and surrounding area. It considered the potential impacts of the proposal on local thoroughfares, amenity spaces and building entrances. Various potential risk factors for raised wind speeds were considered. It has been concluded that given the relatively small amount of the facade that is exposed to either the primary or secondary dominant winds and due to the shelter provided by neighbouring buildings, there is a low risk of raised winds on the ground. Therefore, the wind conditions at the ground level have been determined to be suitable for use

c) Noise and vibration

An acoustic report outlines how the extension could be acoustically insulated to ensure adequate levels of acoustic insulation between different uses. These measures could be controlled through a condition. The extension should not

generate unacceptable levels of noise and disturbance, subject to the acoustic condition. It also outlines how the external plant can comply with the required noise levels and a condition will be applied to the application to ensure this.

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.

d) Waste strategy and servicing management

The existing ground floor bin store would be extended to provide space for additional waste containers. Hotel staff would move the bins to the pavement of Tivoli Street for collection. The predicted requirements for storage are as follows: 3 x 1100ltr containers for general refuse; 1 x 1100ltr containers for pulpable recycling; 1 x 240ltr containers for mixed recycling; and 1 x 240ltr container for food recycling

e) 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. The surrounding buildings vary in height and are overlooked by the hotel windows.

The impact of the proposal has been considered in the context of the Building Research Establishment Guidelines entitled ‘Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2022). The guidelines are intended for use for rooms in adjoining homes where daylight is required, including living rooms, kitchens, and bedrooms. The surrounding buildings are all commercial and a daylight and sunlight assessment is not therefore required.

f) Construction Management

The site is in an air quality management area and air quality measures are required. Dust suppression and screening to cover materials would minimise the impact on adjacent and surrounding occupiers. With appropriate measures in place the impacts of construction on surrounding occupiers would be mitigated by compliance with the Construction Management Plan that will be required to be submitted by condition.

Crime and Disorder

The proposal would provide natural surveillance of the public realm. A Crime Impact Statement carried out by Greater Manchester Police confirms support for the design approach and detailed measures would be incorporated. A condition would require the implementation of the crime impact statement and to require the development to achieve 'Secured by Design' accreditation.

Response to Objectors Comments

The comments received have been addressed within the above sections of the report titled ‘Construction Management’, ‘Daylight, Sunlight and Overlooking’ and ‘Impact on the historic environment and cultural heritage.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would deliver public benefits and would make efficient use of the site. The architecture and materials would make a positive contribution to the street scene, and it would achieve a high level of sustainability and reduce CO2 emissions.

The hotel accommodation would contribute to the economy through construction and the occupation of the rooms. Careful consideration has been given to the impacts on local businesses and any mitigation that needs to be in place to facilitate business continuity. There would be no unduly harmful impacts from noise, traffic generation, air quality, water management, or loss of daylight, sunlight and privacy.

The proposal would be fully accessible. Waste can be managed and recycled in line with the waste hierarchy. The less than substantial harm to the setting of surrounding heritage assets would be outweighed by public benefits. It meets the requirements of S16 of the NPPF and has had the special regard to the preservation of heritage assets required by S66 and 72 of the Listed Buildings Act.

Where harm does arise, including impacts during construction on neighbouring buildings, it can be mitigated and would not amount to a reason to refuse this planning application.

Hotel use has been proven to be needed in the City Centre and within Spinningfields and the application includes more hotel rooms in a hotel that has been successful enough to require more rooms.

Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 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 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: APRROVE

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.

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:

The site location plans referenced PL(00)001 and PL(00)005 received by the City Council as local planning authority on 6 November 2024

The following drawings:

1634 PL(00)006
1634 PL(00)019
1634 PL(00)020
1634 PL(00)030
1634 PL(00)031
1634 PL(00)044
1634 PL(00)045

1634 PL(00)046
1634 PL(00)047
1634 PL(00)050 Rev A
1634 PL(00)100 Rev A
1634 AC(00)002

received by the City Council as local planning authority on 6 November 2024

1634 PL(00)032
1634 PL(00)033

received by the City Council as local planning authority on 21 November 2024

1634 AL(00)050 Rev A
1634 PL(00)011 Rev C
1634 PL(00)018 Rev A
1634 PL(00)021 Rev A
1634 PL(00)100 Rev A
1634 PL(00)200

received by the City Council as local planning authority on 20 December 2024

The completed waste management proforma received by the City Council as local planning authority on 20 December 2024
The BREEAM New Construction v6.1 Pre-assessment Hotel prepared by Waterman received by the City Council as local planning authority on 3 February 2025
The Desktop Wind Microclimate Assessment report prepared by Gia received by the City Council as local planning authority on 3 February 2025
The Secure by Design Report prepared by Greater Manchester Police referenced 2015/0784/CIS/02 received by the City Council as local planning authority on 3 February 2025
The Television and Radio Reception Impact Assessment prepared by GTech Surveys Limited received by the City Council as local planning authority on 3 February 2025
The Heritage Statement prepared by Stephen Levrant Heritage Architecture received by the City Council as local planning authority on 6 November 2024
The Planning Noise Report prepared by Sandy Brown received by the City Council as local planning authority on 6 November 2024
The Planning Statement prepared by AshtonHale received by the City Council as local planning authority on 6 November 2024
The Design and Access Statement received by the City Council as local planning authority on 6 November 2024

The emails from AshtonHale dated 20 December 2024, 29 January 2025, 30 January 2025 and 3 February 2025.

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

a) hand sized samples and specifications of all materials to be used on all external elevations, drawings to illustrate details of full-sized sample panels that will be produced in line with an agreed programme and a programme for the production of the full-sized sample panels and strategy for quality control management. The panels to be produced shall include jointing and fixing details between all component materials and any component panels on the new building, details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames

(b) a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle.

The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and drawings 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) No demolition hereby permitted shall take place unless and until:

a) a method statement fully detailing the works that will be carried out to remove the upper storeys has been submitted to and signed off by the City Council as local planning authority.

b) Interface details between new and retained elements.

Except where:

b) permitted demolition is urgently necessary in the interests of safety or health and evidence that demolition is the only measure that will remove those risks has been provided to and agreed in writing by the local planning authority prior to any approved demolition taking place.

Reason - In the interests of visual amenity pursuant to saved policy DC18.1 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

5) No demolition of the existing building fabric on the site shall commence unless and until a Demolition and Construction Method Statement/ Management Plan has been submitted to and approved in writing by the City Council as Local Planning Authority. This should include a quality control/risk management strategy to ensure a robust approach to protecting the surrounding heritage assets during the works and also include the following details:

- Display of an emergency contact number.
- Detail the phasing and quantification / classification of vehicular activity associated with planned construction including 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.
- Detail ongoing construction works and contractor parking in the locality.
- A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
- Details of Wheel Washing.
- Dust suppression measures.
- Compound locations where relevant.
- Location, removal and recycling of waste.
- Routing strategy and swept path analysis.
- Communication strategy with surrounding businesses which shall include details of how there will be engagement, consult and notify owners and occupiers during the works.
- Sheeting over of construction vehicles.
- details of any hoardings, skips and/or scaffolding.

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

Reason: In the interests of the amenity of the area, pursuant to policies SP1, DM1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

6) No development shall commence until details of the means of ensuring the combined sewer that is laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts from construction activities and the impacts post completion of the development and that the proposals will not add any additional load bearing weight on the combined sewer that crosses the site and identify mitigation measures to protect and prevent any damage to the pipeline both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

Reason: In the interest of public health and safety and to ensure protection of essential services pursuant to policies SP1, DM1, EN08, EN14, EN15 and EN17 of the Core Strategy.

7) a) Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and

approved in writing by the Local Planning Authority. The drainage schemes must include:

i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365.
ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations).
iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD.
iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

b) Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies EN08, EN14 and EN17 of the Core Strategy.

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 and the demolition works, 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) a) Prior to the installation of any externally mounted ancillary equipment, this equipment shall be acoustically insulated in accordance with a scheme 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.

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.

b) Upon completion of the development and within 6 months of the equipment becoming operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the equipment becoming operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

10) a) Three months prior to the first occupation of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use, shall be submitted to and approved in writing by the City Council, as Local Planning Authority. In this condition a Local Labour 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 Labour Proposal

iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

The approved document shall be implemented as part of the occupation of the development.

(b) Within 6 months of the first occupation of the development, a Local Labour Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council, as Local Planning Authority. Any Local Labour Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - To ensure that the application honours their commitment to recruit local labour and to understand the impact of this pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012)

11) Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development pursuant to policies EN08, EN14 and EN17 of the Core Strategy.

12) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'Very Good' rating. Post construction review certificate(s) shall be submitted to and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being 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, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

13) Before first occupation of any part of the development hereby approved, 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. In this condition a travel plan means a document that includes the following:

i) the measures proposed to be taken to reduce dependency on the private car by building occupiers.
ii) a commitment to surveying the travel patterns of building users within the first six months of use of the development and thereafter from time to time.
iii) mechanisms for the implementation of the measures to reduce dependency on the private car.
iv) measures for the delivery of specified travel plan services.
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

14) The development shall be carried out in accordance with sections 4.5 and 6 of the Crime Impact Statement Version A 27/04/17 referenced 2015/0784/CIS/02 stamped as received on 3 February 2025.The development shall only be carried out in accordance with these approved details and within 12 months of completion, the applicant will confirm in writing to the Council as local planning authority that the development has achieved Secure 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

15) The development hereby approved shall be carried out and waste shall be stored fully and only in accordance with section 5.0 of the Design and Access Statement received by the City Council as local planning authority on 6 November 2024, the details within the completed Waste Management Strategy proforma received by the City Council as local planning authority on 20 December 2024 and the details shown on the drawing referenced 1634 PL(00)200 received by the City Council as local planning authority on 20 December 2024.

These approved details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

The approved details shall be implemented and remain in place for as long as the building is in use (and any subsequent permitted changes of use under Class C1)

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.

16) Prior to the commencement of the use of the extended development the bat and bird boxes shown on drawing referenced 1634 PL(00)017 shall be fully implemented, managed and retained for the duration of the use of the building.

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, 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.

17) The access measures for disabled people to gain access into and throughout the premises as shown on the drawings referenced 1634 PL(00)018 Rev A, 1634 PL(00)019, 1634 PL(00)020 and 1634 PL(00)200 and described in the Design and Access Statement prepared by ICA Studios and the email from AstonHale dated 20 December 2024 shall be fully implemented before the use of the extended development hereby approved commence and shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

18) Notwithstanding the information within the Television and Radio Reception Impact Assessment prepared by GTech Surveys Limited received by the City Council as local planning authority on 3 February 2025, if following commencement of the construction of the hereby approved development, any interference complaint is received by the Local Planning Authority this 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

19) Prior to the first occupation of the extended hotel accommodation the 20 cycle parking spaces shall be fully implemented as shown on the drawing referenced 1634 PL(00)011 Rev C.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

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

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

21) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 141460/FO/2024 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.

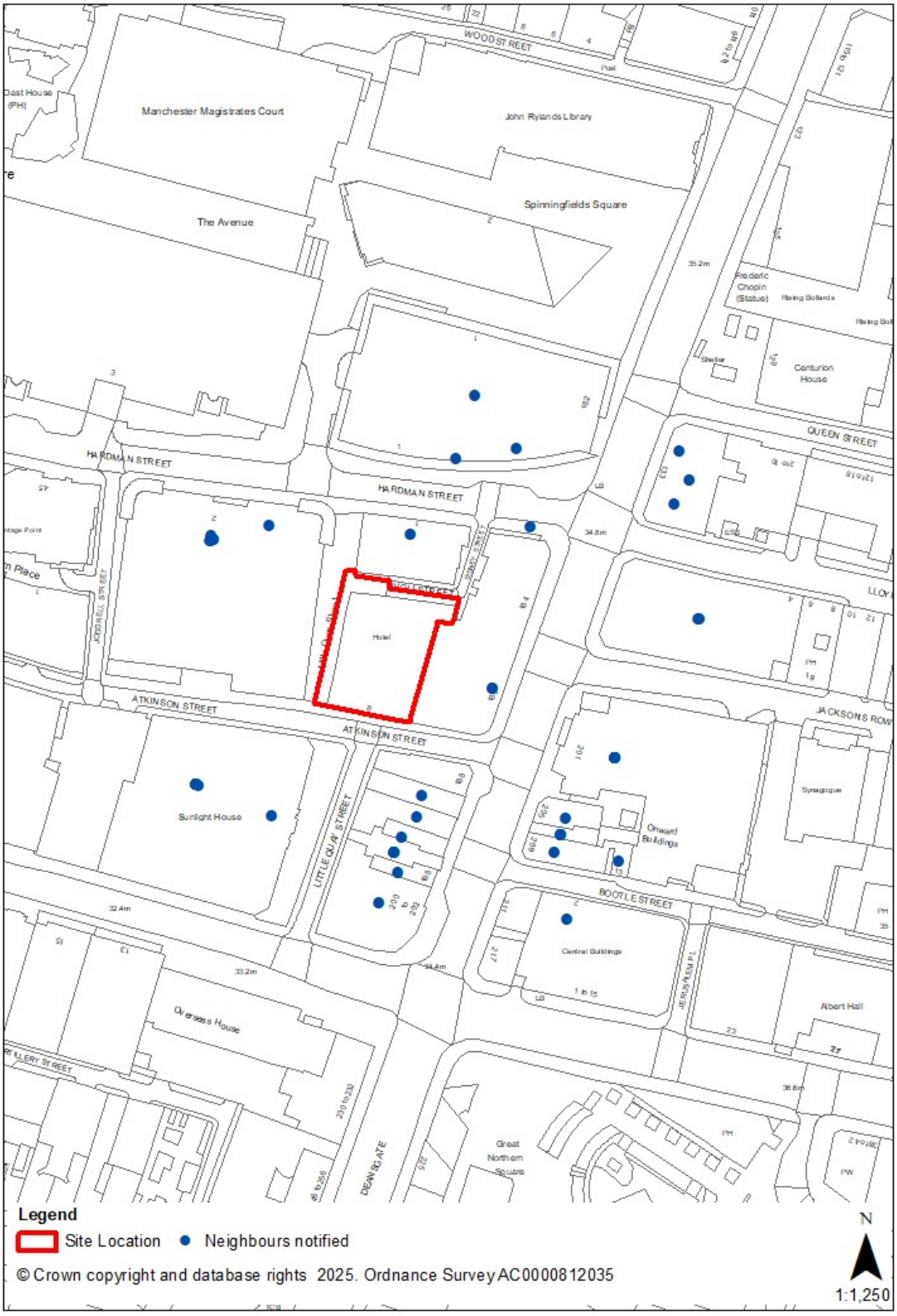
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Greater Manchester Police
Work & Skills Team
City Centre Renegeration
Greater Manchester Ecology Unit

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 : emily.booth@manchester.gov.uk


WOOD STREET
Manchester Magistrates Court
John Rylands Library
Spinningfields Square
The Avenue
Frederic Chopin (Statue)
Centurion House
QUEEN STREET
HARDMAN STREET
HARDMAN STREET
ATKINSON STREET
ATKINSON STREET
Sunlight House
LITTLE QUAY STREET
Onward Buildings
BOOTLE STREET
Central Buildings
Albert Hall
Overseas House
DEANSGATE
Great Northern Square
JACKSONS ROW
Synagogue
Legend
Site Location
Neighbours notified
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