

Our Ref: JM/KN0063/24

30 August 2024

Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

via the Planning Portal

Dear Sir/Madam,

Application for Full Planning Permission
Premier Inn Hotel and Beefeater Restaurant, Christie Way, West Didsbury,
Manchester, M21 7QS
Planning Portal Reference: PP-13141699

We are instructed by Premier Inn Hotels Ltd to submit a planning application in relation to the above site.

The application seeks full planning permission for:

“Demolition of existing restaurant and replacement with new building providing additional hotel bedrooms and breakfast room, together with alterations to the car park and all associated works”.

The application has been submitted via the Planning Portal. In addition to the completed Forms and Certificate, the application is accompanied by the following:

- Location Plan;
- Existing Site Plan (Dwg no. API01);
- Existing Restaurant Elevations and Floor Plan (Dwg no. API02);
- Existing Hotel Elevations (Dwg no. API03);
- Proposed Site Plan (Dwg no. API04);
- Proposed Ground and First Floor Layout (Dwg no. API05);
- Proposed Annexe Building Elevations (Dwg no. API06);
- Detailed Landscape Proposals 1 of 2 (Dwg no. 1157-SW-01 rev. A) prepared by Indigo;
- Detailed Landscape Proposals 2 of 2 (Dwg no. 1157-SW-02 rev. B) prepared by Indigo;
- Tree Survey prepared by Arbtech;
- Arboricultural Impact Assessment prepared by Arbtech;



- Arboricultural Method Statement prepared by Arbtech;
- Tree Protection Plan prepared by Arbtech;
- Preliminary Ecological Appraisal and Roost Assessment prepared by Arbtech;
- Biodiversity Net Gain Assessment prepared by Arbtech;
- Statutory Metric Calculation completed by Arbtech;
- Energy Strategy prepared by Thornley & Lumb Partnership;
- Sustainability Statement prepared by Whitbread;
- Transport Statement prepared by RGP;
- Travel Plan prepared by RGP; and
- Completed CIL Form.

The Site and its Surroundings

The site comprises a Premier Inn hotel and a Beefeater restaurant with associated car parking and landscaping.

The hotel is a four-storey rectangular building situated at the northern corner of the site. The building consists of yellow brick with off-white cladding and cream render, and has grey windows and doors. The building is served by a dual pitch roof with two gables on its south west side and a single gable on its north east side. The hotel was extended to its north west following the grant of planning permission in November 2015, and it provides a total of 112 bedrooms.

The restaurant is a two-storey building which occupies the south east part of the site. Akin to the hotel, the building is finished in yellow brick, but with black render, and has white windows and doors. The restaurant has a mono-pitch roof and is served by a small outdoor seating area to its south.

The hotel and restaurant are separated by a small service yard for the hotel.

The hotel and restaurant are served by 122 car parking spaces across the site, including 10 disabled bays. The car park occupies the western and central parts of the site, and is shared between the two uses. Vehicular access to the site is taken from Christie Way, to the east of the site.

In terms of vegetation, the site's boundaries comprise a number of trees and hedgerows. There are pockets of vegetation located throughout the car park.

In terms of the surrounding area, there is a business park to the south and west, beyond Christie Way. To the north of the site, on the opposite side of Barlow Moor Road, is a cemetery.

According to the Development Plan, the site is not allocated or designated for any specific purpose. The site is not within or adjacent to a conservation area, and there are no listed buildings on or adjacent to the site.

According to Environment Agency (EA) data, the site is in a Flood Zone 1 and has a low risk of flooding from rivers and the sea.



Planning History

In terms of relevant planning history, the Council granted planning permission for:

“Erection of [an] 80 bed "Travel Inn" hotel and free standing restaurant and associated car parking and landscaping”

in November 2003 (LPA reference: 068241/FO/2003/S2). This is the operative planning permission for the hotel and restaurant.

In November 2015, the Council granted planning permission for the erection of a four-storey side extension to the hotel to provide an additional 31 bedrooms with alterations to the associated car park and landscaping (LPA reference: 109905/FO/2015/S1).

There is no further relevant planning history.

Proposed Development

Premier Inn has identified a considerable demand for additional accommodation at its Manchester West Didsbury hotel. This application therefore seeks full planning permission for:

“Demolition of existing restaurant and replacement with new building providing additional hotel bedrooms and breakfast room, together with alterations to the car park and all associated works”.

The proposed development will meet Premier Inn’s operational requirements at this location, and will help to address the identified bedroom demand.

It is proposed to demolish the existing Beefeater restaurant building, and construct a two-storey annexe block comprising 30 bedrooms and a guest breakfast room. The annexe will have a similar footprint to the restaurant building. The extended hotel will provide a total of 142 bedrooms.

The annexe block will measure 1,215 sq.m GIA, and its roof form and external finish will be similar to the existing hotel.

As noted in the accompanying Energy Strategy, the annexe will be served by air source heat pump (ASHP) technology. A compound comprising plant equipment will be provided next to the annexe’s north western elevation.

A small extension to the car park is proposed. The hotel, in its extended form, will be served by a total of 142 car parking spaces including seven disabled bays, representing a net increase of 20 spaces.

Four new cycle parking spaces will be provided for guests in a convenient location near the hotel entrance.

The hotel’s servicing arrangements will remain unchanged, and no alterations are proposed to the site’s access points.



In order to facilitate the proposed development, two Category C trees and one Category C hedge will be removed. A number of new trees and areas of mixed native hedgerow, shrubs, thicket, herbaceous plants and wildflower will be planted on site. Utilising the Statutory Metric Calculator, the proposed development will achieve a 26% net gain in habitat units and a 17.30% net gain in hedgerow units, thus exceeding the mandatory 10% requirement.

Relevant Planning Policy

The Development Plan for the site comprises the Manchester Core Strategy, adopted in July 2012, the Places for Everyone Development Plan Document (PfE), adopted in March 2024, and the saved policies of the Unitary Development Plan (UDP), which was adopted in 1995. None of the saved policies of the UDP are relevant to this planning application.

Manchester Core Strategy

Policy SPI outlines the core development principles for the City. New development should, inter alia, protect and enhance the built and natural environment, and create well-designed places.

Policy CC4 relates to visitors, tourism, culture and leisure. Amongst other points, the Policy identifies that hotels have become an increasingly important use across the City. Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development, and where the Council is confident that they will be deliverable.

Policy EN4 promotes opportunities to reduce CO2 emissions. Wherever possible, new development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. Where appropriate, new development will be required to connect to low or zero carbon energy schemes and / or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.

Policy EN8 deals with climate change. All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN15 outlines the Council's approach to biodiversity. Amongst other points, developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Where adverse impacts on biodiversity are unavoidable, developers will be required to provide appropriate mitigation and / or compensation.

Policy EN16 deals with air quality. The Council will seek to improve air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by development.

Policy DMI relates to general development issues including design, accessibility, amenity, refuse storage and crime prevention. For non-residential developments, developers are expected to



demonstrate best practice for sustainable construction techniques, which will include the application of BREEAM.

Appendix B of the Manchester Core Strategy outlines the parking standards for the City. According to the Strategy, hotels should be served by a maximum of one car parking space per bedroom including staff. Hotels should be served by a minimum of one cycle parking space per 10 bedrooms, with a minimum of two spaces being provided.

PfE

Policy JP-S2 deals with carbon and energy. Amongst other points, the Policy states that where practicable, new development should prioritise a connection to a renewable energy network or a low carbon network that is adaptable to non-fossil fuels at a later date.

Policy JP-S4 addresses matters in relation to flood risk and the water environment. Amongst other points, development will be expected to manage surface water run-off through sustainable drainage systems (SUDS) and as close to source as possible.

Policy JP-G7 relates to trees and woodland. The Policy confirms that development should protect trees and woodland during its construction phase.

Policy JP-G8 promotes a net enhancement of biodiversity. Amongst other points, development will be expected to follow the mitigation hierarchy for biodiversity, as set out in national policy, and achieve a measurable net gain in biodiversity of no less than 10%.

Policy JP-C8 outlines the transport requirements for new development. Development should be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency. This will be achieved by, inter alia, incorporating cycle parking provision and ensuring appropriate connectivity to the highway network.

Other Material Policy Considerations

National Planning Policy Framework

Chapter 6 is concerned with building a strong and competitive economy. Paragraph 85 explains that planning decisions should help create the conditions in which businesses can invest, expand and adapt. 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 87 states that decisions should recognise and address the specific locational requirements of different sectors.

Government policy in relation to transport is provided in Chapter 9. Paragraph 115 states that development 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.



Chapter 12 of the NPPF seeks to achieve well-designed and beautiful places. According to paragraph 135, planning decisions should ensure that new development will, inter alia, function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout and effective landscaping; establish or maintain a sense of place and be sympathetic to local character.

Chapter 15 seeks to conserve and enhance the natural environment. Paragraph 180 explains that planning decisions should contribute to and enhance the natural environment by, inter alia, minimising impacts on and providing net gains for biodiversity and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Assessment

Principle of Development

The principle of development for hotel accommodation on the site has been previously established. In November 2015, the Council granted planning permission for the erection of a four-storey side extension to the hotel to provide an additional 31 bedrooms with alterations to the associated car park and landscaping (LPA reference: 109905/FO/2015/S1). Prior to this, in November 2003, the Council granted planning permission for the:

“Erection of [an] 80 bed "Travel Inn" hotel and free standing restaurant and associated car parking and landscaping”

at the site (LPA reference: 068241/FO/2003/S2). As noted, this is the operative permission for the hotel and restaurant. The principle of development for hotel accommodation on the site is thus firmly established.

Policy CC4 of the Manchester Core Strategy is supportive of proposals for new hotels outside of the City Centre, where they can support visitor-orientated development. Whilst this Policy is not strictly applicable in this case, since the proposal is not for a new hotel, the annexe block will help to meet an identified need for additional accommodation at the site, which in turn will support the local economy and tourism industry.

In order to accommodate the annexe block, the Beefeater restaurant building will be demolished. Whilst the loss of the restaurant is unfortunate, it is required to accommodate the additional bedrooms proposed without having an adverse impact on the amount of hotel car parking. The restaurant is a Class E use which could be used for alternative purposes in any event.

Overall, the principle of development for the demolition of the restaurant and the erection of the annexe block is considered to be acceptable.



Car Parking and Highway Considerations

The hotel and Beefeater restaurant are served by 122 car parking spaces, including 10 disabled bays. The car park is shared between the two uses.

In order to facilitate the hotel annexe, which will be constructed in place of the restaurant, it is proposed to extend the car park. The hotel, in its extended form, will be served by 142 car parking spaces including seven disabled bays, representing a net increase of 20 spaces. No alterations are proposed to the site's access point.

With over 800 hotels in the UK, Whitbread are well-versed in providing appropriate levels of on-site car parking, without over or under provision. Sites are regularly surveyed to assess the adequacy of provision, since it is in the interests of the business to ensure its guests can park on site easily and safely.

Appendix B of the Manchester Core Strategy outlines the City's parking standards, and states that hotels should be served by a maximum of one car parking space per bedroom including staff. The proposed development will provide an additional 30 bedrooms at the site, increasing total provision to 142 bedrooms. The extended car park will provide a total of 142 spaces; hence, the extended hotel will provide a suitable amount of parking at a ratio of one space per bedroom, in accordance with the Council's standard.

Notwithstanding the above, the application is accompanied by a Transport Statement prepared by RGP. This presents the results of a car parking accumulation assessment utilising trip rates derived from comparable survey data. For the existing site, comprising the hotel and restaurant, the assessment identifies a peak accumulation of 76 parking cars for a typical weekday, which equates to an occupancy rate of 62% for the 122-space car park. With the development in place, there is estimated to be a peak accumulation of 110 cars during a typical weekday, which equates to an occupancy rate of 77% for the 142-space car park. The total number of car parking spaces proposed to serve the extended hotel (142 spaces) is therefore considered to be suitable to accommodate its likely demands.

In regard to cycle parking, the Manchester Core Strategy expects hotels to be served by a minimum of one cycle parking space per 10 bedrooms, with a minimum of two spaces being provided. A total of four new cycle parking spaces will be provided for guests in a convenient location near the hotel entrance. Premier Inn also operates a 'cycle friendly' policy which permits guests to store bicycles within their bedrooms. The extended hotel will therefore provide a suitable amount of short and long-stay cycle parking, in accordance with the minimum standards.

Having regard to trip rates derived from comparable survey data, the proposed development is expected to result in 189 fewer two-way vehicle movements across the course of a typical day. The reduction is due to the removal of the Beefeater restaurant.



The additional bedrooms and breakfast room proposed will not result in a change to the hotel's servicing arrangements. Delivery and refuse collection vehicles will continue to service the hotel via its service yard area.

The existing hotel does not benefit from an up-to-date Travel Plan. The planning application is therefore accompanied by a Travel Plan prepared by RGP. The Travel Plan is an evolving document which seeks to; (a) increase the awareness of sustainable travel modes available to hotel guests and staff, and; (b) reduce the dependence of guests and staff on travel by car to and from the site. The Travel Plan outlines travel targets for guests and staff, which will be reviewed and potentially amended depending on the results of baseline surveys to be carried out. A range of site-specific measures to support the realisation of these targets, set out in Section 4 of the Plan, are also proposed. The applicant's decision to voluntarily offer a Travel Plan should be considered favourably and be regarded as a benefit of the development.

In summary, the extended car park, as proposed, will be capable of accommodating the likely demands generated by the proposed development. The proposal complies with the Council's parking standards, and there will be an overall reduction in vehicular movements at the site. The layout of the extended car park is appropriate, and the submission of a Travel Plan should be considered favourably. The proposed development is acceptable in transport terms, and the application is considered to comply with Policy JP-C8 of the PfE and the NPPF.

Design Considerations

The external finish of the annexe block, as proposed, will match the existing hotel building. The annexe will incorporate identical design features to the hotel, and will be of a similar scale and height to the restaurant building, which it will replace.

The proposals will be sympathetic to the character of the area, will maintain a sense of place and will function well. The siting and layout of the annexe block will also ensure that the development does not promote crime and disorder, or the fear of crime.

Overall, the annexe block is considered to be acceptable in design terms. The application is in accordance with Policies SPI and DMI of the Manchester Core Strategy and the NPPF.

Arboricultural Implications and Soft Landscaping

In order to facilitate the annexe block and extended car park, two Category C trees and one Category C hedge will be removed at the southern end of the site. Whilst the removal of these specimens is regrettable, they are of a low quality and their removal is necessary.

In order to compensate for the loss of vegetation, new trees, areas of mixed native hedgerow, shrubs, thicket, herbaceous plants and wildflower will be planted on site. The new areas of soft landscaping will be provided on the north eastern and eastern parts of the site, and will provide amenity, ecological



and other benefits. The application is considered to comply with Policies SPI, EN15 and DMI of the Manchester Core Strategy and the NPPF.

The trees and hedgerow to be retained near the area of proposed works will be protected by fencing and other methods, as shown on the accompanying Tree Protection Plan. The application is therefore in accordance with Policy JP-G7 of the PfE and the NPPF.

Ecological Considerations

Having regard to; (a) the ecological baseline value of the site and; (b) the proposed scheme of soft landscaping, the submitted Statutory Metric Calculator (completed by Arbtech) identifies that the development proposed will achieve a 26% net gain in habitat units, and a 17.30% net gain in hedgerow units. The proposed development will achieve a level of Biodiversity Net Gain (BNG) in excess of the mandatory 10% requirement. The application should thus be considered acceptable in this regard.

The application is accompanied by a Preliminary Ecological Appraisal and Roost Assessment (PEARA) prepared by Arbtech. The PEARA is informed by a walkover survey which was undertaken on 19th May 2024.

The PEARA identifies that the proposed development will have no impact on any designated site. No problematic invasive or non-native species were recorded during the survey.

In relation to bats, the PEARA identifies that the restaurant building is of negligible value for roosting bats. There is not anticipated to be any impacts on bats as a result of the proposed development, and no further survey work is required in this regard.

In relation to birds, the survey revealed no evidence of nesting birds on or within the restaurant building. The PEARA recommends the removal of vegetation outside the period 1st March to 31st August.

The PEARA goes on to identify that reptiles will likely be absent from the site, and that any impacts to amphibians as a result of the proposed development will be unlikely. The PEARA recommends that precautionary working practices for badgers and hedgehogs should be adhered to during the construction phase of the development. No impacts on riparian animals or hazel dormouse are expected as a consequence of the scheme.

Subject to the recommended precautionary working practices, the ecological impacts of the proposed development are considered to be acceptable. No further ecological survey work is required and the proposal will provide a net gain for biodiversity. The application is considered to comply with Policies EN15 of the Manchester Core Strategy, Policy JP-G8 of the PfE and the NPPF.

Energy and Sustainability

The planning application is accompanied by an Energy Strategy prepared by Thornley & Lumb, and a Sustainability Statement prepared by Whitbread.



The Energy Strategy explains that the annexe block will reduce its energy demand by incorporating low energy LED lighting with lighting controls, mechanical ventilation with heat recovery and passive design measures such as low air permeability and low external envelope U-values.

The annexe will be served by ASHP technology, to provide hot water services and heating to the bedrooms. This will reduce its carbon emissions to 14.1 TPA, equivalent to a reduction of 8.35% below the Part L 2021 baseline. The utilisation of ASHP technology, which is a low carbon energy supply, is in accordance with the aims of Policy EN4 of the Manchester Core Strategy.

Policy EN4 goes on to state that where appropriate, new development will be required to connect to low or zero carbon energy schemes and / or incorporate provision to enable future connection to any existing / potential decentralised energy scheme. This is reiterated by Policy JP-S2 of the PFE. The Energy Strategy explains that the application site is too far away from any of the energy networks in Manchester, which are either awaiting construction or are at the planning stage. A connection to any of these proposed networks is therefore not feasible.

Overall, the energy strategy for the annexe block is considered to be acceptable, and the application is in accordance with Policy EN4 of the Manchester Core Strategy.

Air Quality

The site is adjacent to an AQMA. Policy EN16 of the Manchester Core Strategy states that the Council will seek to improve air quality, and that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by development.

According to the submitted Transport Statement, the proposed development is expected to result in 189 fewer two-way vehicle movements across the course of a typical day. This is due to the removal of the Beefeater restaurant. The reduction in vehicle movements at the site will thus improve air quality, and this should be regarded as a benefit of the scheme.

The proposed areas of soft landscaping including trees on site, which will be sited in close proximity to the surrounding roads, will improve local air quality by removing harmful pollutants. The implementation of the submitted Travel Plan, which will seek to reduce private car use to and from the site, will also assist in improving air quality.

With the above in mind, the proposed development will improve air quality, including measures to minimise and mitigate the impact of emissions from traffic generated by the scheme. The application is considered to comply with Policy EN16 of the Manchester Core Strategy.

Conclusion

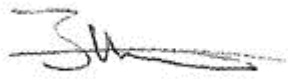
Full planning permission is sought for the demolition of the Beefeater restaurant building on Christie Way, West Didsbury, and the construction of a hotel annexe block in its place. Premier Inn has identified a considerable demand for additional accommodation at the site, and the proposal for an additional 30 bedrooms and breakfast room will help address this demand.



The principle of development for the scheme should be deemed acceptable, and the scheme is acceptable in all technical planning aspects. The site is a suitable and logical location for additional hotel accommodation, and the application is considered to comply with the Development Plan. It is respectfully requested that planning permission is granted without delay.

We trust that the information supplied is sufficient to enable the application to be validated and progressed. If you require any additional information or have any queries, then please do not hesitate to contact us.

Yours faithfully,



Jake McLeod MTCP MRTPI

Principal Consultant

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