
REPORT FOR RESOLUTION

<u>Committee</u>	PLANNING AND HIGHWAYS
<u>Date</u>	20th November 2008
<u>Subject</u>	087671/FO/2008/C3 Erection of 17 storey building (Use Class C1 Hotel) with associated plant accommodation, vehicular access and drop off point and associated landscaping works as revision to planning permission 081209/FU/2006/C3 approved 27/03/2007
<u>Location</u>	Land Bounded By Princess Street/Whitworth Street/The Rochdale Canal And Venice Street, Manchester, M2 4DF,
<u>Applicant</u>	Mimas Developments Ltd And Starwood Group, C/o Agent
<u>Agent</u>	Drivers Jonas 5 New York Street, Manchester, M1 4JB
<u>Report of</u>	HEAD OF PLANNING

Purpose of report

Top describe the above application for planning permission, the issues involved and to put forward recommendations.

Recommendation

The Head of Planning recommends that the Committee **APPROVE** planning application **087671/FO/2008/C3** relating to Erection of 17 storey building (Use Class C1 Hotel) with associated plant accommodation, vehicular access and drop off point and associated landscaping works as revision to planning permission 081209/FU/2006/C3 approved 27/03/2007 for the reasons set out in this report.

Financial Consequences for the Revenue Budget

There are no financial consequences for the Revenue Budget.

Financial Consequences for the Capital Budget

There are no financial consequences for the Revenue Budget.

Contact Officer(s)

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Background Documents

Planning application 087671/FO/2007/C3
The Unitary Development Plan for the City of Manchester (UDP)
A Guide to Development in Manchester
DETR Circular 02/99 Environmental Impact Assessment
Planning Policy Statement 1 and 22
Planning Policy Guidance Notes 13, 15 and 24

Third Party Consultations:

Over 1000 residents, businesses and other third parties in the area were notified on each application. It is customary for this list to be included in the report to Committee, however for this application it extends to 30 pages so in this instance the full list has been placed on the application files and not included in this report. A plan has been attached which shows the extent of notification.

Responses of:

Commission For Architechure And The Built Environment
British Waterways Board
Greater Manchester Police
Village Business Association
Greater Manchester Archaeological Unit

Responses of:

Alex Main, Flat 34, 42-44 Sackville St, Manchester
Chris Speck, Apt 44 Velvet House, 60 Sackville Street, Manchester
sussi ravn, 62 st. James Quay, 4 Bowman Lane, Leeds
Iain J Scott, Taurus Bar, 1 Canal Street, Manchester, M1 3HE
John Dougan, Apartment 101, Chatsworth House, 19 Lever Street, Manchester
halina ubermanowicz, apt 44 42 44 sackville stmanchester
Jane Murphy, Flat 3, The Cotton Mill, Manchester, M1 7AX
Thomas A Starkey, Canal-St, 8 Radford Street, Salford, M7 4NT
Mark Cain, Velvet, 2 Canal Street, Manchester, M1 3HE
Personal details withheld at the request of individual
Personal details withheld at the request of individual
Jane Murphy, Flat 3, The Cotton Mill, Samuel Ogden St, Manchester
Rob Young, 6 Granby Row, Granby House, Manchester
Mr Lyness-Brown, (address withheld on request)
Graeme Semple, 34 Velvet House, Sackville Street, Manchester
mr mark wild, flat 39 sackville place , bombay street, manchester
Nicola Smith, 116 Skyline Central, 50 Goulden Street, Manchester, M4 5EH
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Dominic Pozzoni, Director, Property Alliance Group Limited, Alliance House, Westpoint Enterprise Park, Clarence Avenue, Trafford Park, Manchester, M17 1QS

Steve Robson, Division Director, Macquarie Bank International Ltd, Level 4, 1 Marsden Street, Manchester, M2 1HW

Will Lewis, Associate Partner, WHR Property Consultants, The Lexicon, 10 Mount Street, Manchester, M2 5NT

John Parkinson, Churchills, Canal Street, Manchester, M1 3HN

Anthony O'Connor, Director Of Fundraising And Development, Manchester Cathedral

Chris Oglesby, Chief Executive, Bruntwood Ltd, City Tower, Piccadilly Plaza, Manchester, M1 4BD

Ann Woods And John Giles Woods, Flat 49, Bombay House, 59 Whitworth Street, Manchester, M1 3AB

, Apartment 29, 55-57, Whitworth Street, Manchester, M1 3NT

Mick Dunne And Patrick Diffley, Flat 32, Bombay House, 59 Whitworth Street, Manchester, M1 3AB

Jane Murphy, Apartment 3, Cotton Mill, 7 Samuel Ogden Street, Manchester, M1 7AX

Ms Victoria Wright, Flat 44, Bombay House, 59 Whitworth Street, Manchester, M1 3AB

Darren Sellers, MR Darren Sellers, Apartment 29, 55-57 Whitworth St, Manchester

Tim Ward, Flat 15, The Cotton Mill, 7 Samuel Ogden St, Manchester

Peter Copping, Flat 3, Regency House 36-38, Whitworth Street, Manchester, M1 3NR

Mr P Garlick, Flat 2, Brazil House, 2 Brazil Street, Manchester, M1 3PW

Debra Jones, 59 Tintern Avenue, urmston, Manchester

Dr Khan And Family, Bombay House, Whitworth Street

Mr Haydn Pope, , Managing Director, 100 Bloom Street, Manchester

Steve Hawley, Flat 9, 50 Princess Street, Manchester, M1 6HR

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Charlotte Holland, Flat 4, 224 Ashley Road, Hale

Mr Alan Hoyle, 501, Asia House, 82 Princess Street, Manchester, M1 6BE

Paul D'Arcy, Apartment 35, Velvet Court, Granby Row, Manchester, M1 7AB

Barry Wall, 33 Granby House, Granby Row, Manchester

Colin Sinclair, MIDAS, Midas House, Trafford Wharf Road, Trafford Park, Manchester, M17 1 EX

Ray Makin, Makin Architecture, 3rd Floor , Amazon House, Brazil Street, Manchester, M1 3PJ

J H Wright, Apartment 57, Velvet Court, Granby Row, Manchester, M1 7AB

Mr T Carter, Apartment 16, 55-57, Whitworth Street, Manchester, M1 3NT

Dr William Hope, Apartment 34, Venice Court, Samuel Ogden Street, Manchester, M1 7AX

P Fennelly, Flat 46, Bombay House, 59 Whitworth Street, Manchester, M1 3AB

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Andy Pearce, 4, Limley Grove, Manchester
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Gary Martin, 67 Langley Lane Middleton Manchester
Rosalind Wolfe, 7 Hastings Avenue, Chorlton, Manchester
Mr Christian M Mckie, Flat 4 The Garden House, 3 William Fairburn Way,
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Rob Cotterill, 12 Velvet Court, Granby Village, Manchester
Mr Christian M Mckie, Flat 4, The Garden House, 3 William Fairburn Way,
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Gordon Reid, Cityco, The Manchester Club , 81 King Street Manchester
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J Vosper, 3 William Jessop Court
Mr And Mrs A W Speck, 59 Leyton Crescent, Beeston, Nottingham, NG9 1PR
Barry Granger, 17 Stevens Lane, Breaston, Derbyshire, DE72 3BU
Tara Copp-Barton, 93 Longford Road, Chorlton-Cum-Hardy, M21 9WW
May Galley, 50 Velvet Court, Granby Village, M1 7AB
Mrs R Stone, Flamstead Hosue, Park Lane, Lambley, Nottinghamshire, NG4
4PY
Prof. Marc Goergen, 602 Asia House, 82 Princess Street, Manchester
Wendy Flavell, Flat 305, 63 Bloom St, Manchester
Darren Adams, Deputy Festival Manager, Manchester Pride, Unit 235, Ducie
House, 37 Ducie Street,, Manchester, M1 2JW
Mrs Pauline Jones, 7 The Circle, Prestatyn, Dendighshire
Philippa Sharp, 42 Velvet House, 60 Sackville Street, Manchester
Leif Jerram, 34 Westbourne Range, Debdale Park
Mrs R Stone, Flamstead House, Park Lane, Lambley, Nottinghamshire, NG4
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Gordon Reid, City Co, The Manchester Club, 81 King Street, Manchester, M2
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Colin Sinclair, Chief Executive, MIDAS, Midas House, Trafford Wharf Road,
Trafford Park, Manchester, M17 1EX
Osei Wilkinson, 367 Washway Road, Sale
Peter Beswick, Rembrant Hotel, 33 Sackville Street, Manchester, M1 3LZ
Emma Peate,
Ms Judith Watson, 116 Century Buildings, St Mary's Parsonage, Manchester,
M3 2DE

Wards affected

City Centre Ward

Implications for:

Anti-poverty Equal Opportunities Environment Employment

No	Yes	YES	Yes
1.0	INTRODUCTION		
1.1	The application relates to a site measuring 0.18 hectares at the junction of Venice Street and the Rochdale Canal. The site forms part of within a wider 0.51 hectare site bounded by Whitworth Street, Princess Street, Venice Street and the Rochdale Canal within the Village Area of Manchester and the Princess Street / Whitworth Street Conservation Area.		
1.2	A previous application for development of the wider 0.51 hectare site (application ref 081209/FU/2006/C3) was approved by the Planning and Highways Committee in March 2007. This was for a mixed-use development comprising three distinct buildings arranged around a central public space and sharing a four level basement car park. The development is now known as 'Origin' and will be referred to as such in the remainder of this report.		
1.3	The previously approved proposal comprised four main elements		
	<ul style="list-style-type: none"> • A central landscaped public open space based on the historic street pattern formed by Brazil Street, Brazil Place and Samuel Ogden Street • Block 1 Hotel, fronting the Rochdale Canal providing the central open space and residential building with a buffer to the noise generated by the bars along Canal Street (ground + 12 storeys). • Block 2, Offices address the Princess Street frontage, reinforcing the back of pavement line and relating to adjacent commercial uses (Ground + 6 storeys). • Block 3 residential building comprising 180 units positioned on the Whitworth Street frontage relating to the adjacent existing residential uses (ground + 15 storeys). The upper levels of the building (level 7 onwards) are chamfered back from the pavement line. 		
1.4	Whilst this is an application in its own right, it is essentially an amendment to the approved scheme which is in the early stages of implementation.		
1.5	As part of the wider site the proposal occupies a prominent location at the heart of the City Centre. It is within walking distance of all of the services and facilities offered by the City Centre including Piccadilly and Oxford Road Railway Stations, Metrolink, Chorlton Street Coach Station, Metroshuttle services and a wide range of bus services to all destinations within Greater Manchester.		
1.6	Around the site, there are Victorian Warehouse buildings which have been converted to residential apartments to the east and south of the site which include the Grade II Listed Regency House, Amazon House, 3 Brazil Street and 42-44 Sackville Street as well as the non-listed Bombay House, 61-63 Whitworth Street and Sackville Place. Immediately to the north is the Rochdale Canal with associated Grade		

II listed locks. Canal Street runs adjacent to the Canal and contains a number of bars and nightclubs that are part of the 'Village' and form an important and distinctive part of the City Centre. To the west, the site is bordered by Victorian and Edwardian warehouse buildings converted to commercial uses (including the Grade II listed Central House and Lionesse House). Further warehouse buildings converted to residential use are located along Whitworth Street, including the Grade II* Listed Lancaster House and India House.

- 1.7 The site also lies within the Whitworth Street/Princess Street Conservation Area which was designated initially in 1974. Listed buildings in close proximity to the site include the Grade II* Asia House, Lancaster House and India House and to the east, Grade II Regency & Amazon House.

2.0 THE APPLICATION

- 2.1 Consent is now being sought for the erection of a 17 storey building (Use Class C1 Hotel) with associated plant accommodation, vehicular access and drop off point and associated landscaping works as a revision to the hotel element of planning permission 081209/FU/2006/C3 approved 27th March 2007. No other changes to the residential or office components of the approved scheme are proposed.
- 2.2 The building would have a gross floor space of 13,330 sq.m and would be 56.7m in height compared with the approved 13 storey building which was 44m.
- 2.3 The changes to the scheme have been brought about as a result of the specific requirements of the proposed operator of the hotel, W Hotels. This would be the first hotel by the Operator in the UK who has identified this site as having all the attributes it seeks in terms of location and setting.
- 2.4 The additional height has been necessitated by the Hoteliers specific operational requirements, which includes larger rooms/suites. Although this would result in a taller building, the number of bedrooms is significantly lower than in the approved scheme. There are also differences in the internal space required to accommodate the level of service that W need to provide which would include a significantly greater proportion of facilities that would be available to the general public than was originally envisaged.
- 2.5 The principle differences between this scheme and the approved hotel element within the Origin Scheme are summarised briefly as follows:
- Height - an additional 4 storeys (12.7m) approved 13 amended 17 storeys.
 - Number of rooms - 175 compared with 210 approved.
 - Size of Rooms - an increase in the size of the hotel rooms.

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- Building footprint - unaltered. Public Realm - a drop off facility at the hotel entrance would be introduced (required by the W brand given its 5* plus offer).It would be incorporated into the central courtyard utilising a shared surface, and would include low level planting, trees and sculptural landscape features.
 - Public Facilities A greater offering in terms of public (front of house) and support (back of house) spaces to support the 5* plus facilities.
 - Canopy - The addition of a canopy to the building in the drop off area.
- 2.6 The proposed hotel would have a service entrance to Venice Street and a dedicated goods lift serving all floors. Pull in areas for servicing and other vehicles would be provided on Venice Street and Whitworth Street. Refuse and recycling provision would be located within the ground floor of the building and it is expected that there would be two collections per week. Parking and cycle storage (approved as part of the wider Origin scheme) would be provided in 4 levels of basement car parking accessed from Brazil Street (15 of these would be for use by the hotel).
- 2.7 The space previously occupied by the ground floor retail unit within the approved scheme would be integrated into the demise of the hotel.
- 2.8 The ground floor of the building would comprise the reception area and lobby and the hotel café bar area. This would maximise the active frontage to existing streets and the public space and provide an opportunity for related seated areas to spill out into the public space. The canal frontage, would be opened up along its entire 80m length.
- 2.9 The concierge points for the building would look on to the central public space to maximize the potential for passive surveillance. The reception/concierge spaces would have clear, full height glazing to allow visual permeability across the site.
- 2.10 The development would be expected to achieve a BREEAM rating of at least 'very good' and would incorporate both combined heat and power and a ground source heat pump.
- 2.11 Whilst the maximum height would be 17 storeys, this would vary across the site owing to the faceted nature of the building, which includes sloping roofs. The building would abut the adjacent converted warehouse (Amazon House) replacing the former demolished warehouse building (which also abutted the neighbouring structure), and uses the eaves levels as a generator for the points at which the building facets in the upper section away from Canal Street. The vertical lower section of the elevation to Canal Street continues the building line of Amazon House, but steps back at ground floor level to open up the canal frontage.
- 2.12 The principles of the 'faceted' architectural language in the previously approved scheme have been retained in the revised hotel design, preserving the strong architectural identity between the three buildings

proposed on the wider site. As with the approved scheme the eaves level of the adjacent existing converted warehouse building (Amazon House) is used as a generator for the point at which the predominately vertical lower section of the building 'facets' back in the upper section to reduce the visual impact of the height of the building. On the Canal Street elevation the vertical lower section of the elevation continues the building line of the adjacent existing building, but steps back at ground floor level to open up the Canal frontage.

- 2.13 The applicants state that the elevation facing Amazon House has been simplified to improve the legibility of the form. The material treatment of the solid panels within this elevation has been amended from stainless steel faced units within the consented scheme to glass-faced shadow box panels, in line with all other upper facets within the building. They believe that this change improves the visual integrity of the building form. The external materials remain as approved and include clear glazed and solid, glass-faced panels and transparent solid panels with a flush appearance.
- 2.14 The public realm design for the Origin proposal sought to establish a network of attractive, accessible and sustainable public places, which support the activities of the proposed buildings, the existing buildings within the immediate context, and integrate with the distinctive character and function of the canal side frontage and streetscape in this part of the City Centre. The revised proposal seeks to maintain this approach but the requirements of the specific operator have necessitated the following changes to the scheme:
- 1 Re-configuration of paving and levels to accommodate hotel drop off point;
 - 2 Repositioning of the water feature;
 - 3 Reconfiguration of planting to respond to change in level in the ground floor layout;
 - 4 Additional emphasis on nighttime character of public space;
- 2.15 Outdoor seating areas are retained on Canal Street. The omission of the ground floor A3 use removes the requirement for a spill out café / restaurant seating within the central space itself.
- 2.16 At the time of the planning application for the previous scheme the aspiration to deliver a mid-market upscale 3-4 star hotel was felt to be a realistic view upon the market potential for the site. This was supported by initial discussions and market testing which has been held with prospective operators in advance of the planning application being submitted. The original scheme design and economic appraisal was therefore based upon a typical 3-4 star operation. Since the scheme was approved extensive marketing with potential occupiers and operators has been undertaken for all components of the Origin scheme. In particular negotiations have been undertaken to identify a suitable hotel operator which would complement the wider aspirations of Origin, the Village and the City Centre as a whole. Through these negotiations the opportunity to develop a W hotel has emerged.

2.17 Manchester has been identified by W hotels as its preferred site for one of its first hotels in Europe for a number of reasons including it's important location within a European context, it music, art and design heritage, its diverse and cosmopolitan nature, its strong and robust economic location and that at the Origin development. In all W has identified a neighbourhood and development which is genuinely exciting.

2.18 In support of the application the applicants have stated the following:

- That it is intended that any planning permission for the proposed hotel scheme would sit alongside, and be implemented in conjunction with the planning permission granted in March 2007, and would not be capable of being developed in isolation. To this degree they would accept this as a condition of any planning consent;
- That the applicant W Hotels would accept a personal consent;
- That along with the other elements of the Origin scheme which remain unchanged, securing such a prestigious hotel brand would act as a catalyst to the reinvigoration of Canal Street, which through previous consultation with local businesses has seen a decline in its fortunes over recent years;
- The development would make a significant positive contribution not only to the immediate vicinity of the site but also to the wider city centre and the city's attractiveness in the national and global market places;
- The proposal is still for a high specification building with high quality public realm and is still consistent with the overall Masterplan for the site and with policies contained within the UDP.
- That a W hotel would have significant economic and regenerative benefits for the local area over and above those that would be secured by a 3* or 4* hotel including, the creation of additional jobs and expenditure in the economy; increased footfall in the area and new high spending visitors creating opportunities for existing businesses in the Village area; and opportunities for local businesses to supply high quality and niche goods and services to the hotel.

The applicant has identified significant benefits to the City that W Hotels will bring compared with a mid market upscale hotel which had been the original concept for the Origin development. These include the following:

- Will improve awareness and perceptions of the Village as well as attracting footfall and investment. Strong reputation for involvement of the local community;
- Evidence identifies that a typical daily expenditure by a guest at a 5* hotel would be in the order of £75 compared with £50 a day at a mid market upscale hotel;
- W Hotel will lead to the direct creation of 188 full time equivalent jobs;

- A mid market upscale hotel would be expected to deliver around 105 jobs and a typical 4/5* operator based on the revised hotel design would generate around 140 jobs.
- W Hotels would be willing to engage with local training and recruitment initiatives operating within the City. For a mid market upscale hotel this would depend on the operator selected;
- W hotels prioritise quality over price- sourcing the very best produce available. A significant proportion of this expenditure, particularly relating to food and drink, will be available to local high quality suppliers. A mid market upscale hotel would end to purchase a very high proportion of produce through a centralised supplier.

Above all, the hotel has been designed to ensure it makes a positive contribution to the character of the area and not detract from the amenity of occupiers of surrounding developments.

2.19 As well as drawings, the following documents have been submitted in support of the planning application:

- 1 Supplementary Design and Access Statement
- 2 Landscape / Public Realm Strategy
- 3 Supplementary Ventilation Strategy
- 4 Supplementary Transport Statement
- 5 Crime Impact Statement
- 6 Supplementary Sustainability Appraisal
- 7 Original October 2006 Environmental Statement, Supplementary Environmental Statement, associated technical appendices and non technical summary;

This document covers the following areas:

- 1 Statement of Consultation and Key Issues
- 2 Planning Policy
- 3 Visual Impact,
- 4 Historic Environment
- 5 Wind Assessment
- 6 Sunlight, daylight, shadowing, solar dazzle and overlooking.
- 7 Transport Issues
- 8 Noise and Vibration
- 9 Air Quality
- 10 Ground Conditions and Contamination
- 11 Water Resources
- 12 Radio and Television Interference
- 13 Socio & Economic Assessment
- 14 Sustainability

3. CONSULTATIONS

3.0 PUBLICITY

3.1. The planning application has been advertised as:

- a major development;
- affecting the setting of listed buildings;
- affecting conservation areas;
- affecting a right of way
- a development in the public interest.

3.2. Site notices have been displayed and over 1000 neighbouring occupiers have been consulted on each application. There has been a significant response to the notification. To date, a total of 80 responses have been received in relation to both applications. Of these 57 are objections with 23 in support.

3.3 The letters of objection raise the following issues:

Impact on traffic movements etc within the area;

Out of scale with the surrounding Victorian Cotton Warehouses and offices and will spoil the area's unique character.

The revised proposals effectively remove the lightwell because it is built over above the 8th floor and the overall height is increased to 17 floors when plantroom included.

Changes dynamic between hotel building and new apartment building.

The height of the previous building was reduced. It now appears they the applicants are trying to revert back to the original height.

The building would overshadow and dominate the canal, would be aesthetically out of keeping with the surrounding buildings and would be the possible cause of air turbulence.

Removal of only public space within centre of development is a disgrace; Applicant should have resolved who was going to operate the hotel and taken account of their requirements before submitting the original application;

Over commercialisation of the area has been a driver in the decline of Canal Street area and this development and any attempt to expand it will hasten that demise;

Extra stairs;

Building will overlook velux windows in apartment (42-44 Sackville Street) - no natural light as will have to keep windows covered up.

Further over development of the site will have a severe negative impact on the people who have already invested in the area who have been forced to accept planning on this site despite there being severe opposition from local residents;

Seems no logical reason to accept an extension to the height of the hotel as in the original planning application the apartment building was scaled down in height.

Will have a severe impact on all of the surrounding apartments and is a further attempt to destabilise the character of the neighbourhood.

Increase in height will change nature of whole area and further darken, overshadow and dominate Canal Street.

Will prevent sunlight from hitting Canal Street thus affecting local businesses and outdoor eating and drinking facilities.
Development is at odds with the Council's policy of supporting the gay and lesbian community and may reduce the number of visitors to the area.
Another hotel or more apartments are not needed.
Overshadowing
Construction noise.
Loss of natural light;
No need for more hotel accommodation;
Elimination of all public realm in favour of vehicle turning areas undermines all the pledges given about traffic management and impact as well as completely eradicating all public space from a major development;
Additional height will disrupt the sight - lines so carefully agreed after the site visit;
Negligible benefits for the community.
Loss of bridge link.
Developers are trying to revert back to original plans part way through the build.
Serious further detriment to Conservation Area and the positioning and context of adjacent Grade I and Grade II Listed Buildings and Rochdale Canal;
'W' Hotels are at best 4* so use of 5* hotel rating being used to justify the extra height of the building and hotel pick up and drop off point is a complete falsehood.
The proposed floorspaces for each bedroom are huge and could be reduce slightly with no impact on guest amenity to accommodation the 175 rooms within the approved 13 storey building;
Increase in litter and vomit;
Change feel of area and decrease value of old mills which form a part of Manchester's history;
Increased impact on Sackville Park;
Public space to become a turning circle for vehicles;
Loss of yet more sunlight and daylight.
Privacy and rights of light issues with regard to neighbours and many homes being overlooked;
Further shadow to Canal Street and Sackville Park;
Why can't 175 bedrooms be fitted within existing approves building;
Bollards to access car turning - will this not just clog up Brazil Street where access to 338 new spaces + 50 existing needs to occur;
Additional storeys will harm the form, sale and hierarchy of the conservation area;
Additional storeys will obstruct direct sunlight and daylight into a number of additional properties including Regency House, 63 Bloom Street, a number of properties along Princess Street, Whitworth Street and Canal Street;
Additional storeys will block light onto a number of streets and public areas including Brazil street, Canal street, Sackville Park, Princess Street, Whitworth street and Venice street;
Canal street will become a much poorer space as sunlight is blocked up until 3pm outside spirit, the New Union, Mantos and Eden, who will all lose business in summer as a consequence;

The additional storeys will cause privacy problems for a number of residential properties whose windows and skylights look on to the proposed site. Residents have added skylights to their properties but they will have to block them up if the proposed storeys are given permission, based on current privacy laws.

Both Sackville street and Brazil street are narrow roads and a hotel such as this will require considerable areas to accommodate vehicles accessing/egressing the car park, cars dropping off/picking up and taxis who will be queued along brazil street. Creating a lot of traffic conflict for a small space. This will also cause considerable noise and disturbance for Regency and Amazon House.

Will the developers be making a Section 106 contribution?

The propoals will stop direct sunlight to Flat 43 42-44 Sackville Street;
Loss of amenity from traffic vibration and noise from Brazil Street to 42-44 Sackville Street;

Privacy and overlooking issues;

2007 Buildings Regulations for Energy consumption does this development meet those criteria. Targets are detailed in the application but these are not binding;

Required number of bedrooms should be contained within the existing approved 13 storeys;

Where are the balancing benefits in exchange for the extra 4 storeys the loss of public realm and extra development should be in exchange for real tangible benefits and a section 106 agreement;

Increase in carbon footprint and energy consumption of building;

The previous traffic management arrangements (narrow entry ramp at head of Brazil Street to 338 space car park) was lunacy as traffic congestion will certainly arise and be considerable and a luxury hotel will generate more traffic movements deliveries and refuse collection. The proposed turning circle will only add to potential bottle necks as vehicles queue to enter the turning circle and block access to the new underground car park to car parks at 42-44 Sackville Street and Regency House. The building footprint should be reduced to provide more circulation space for vehicles and pedestrians.

Application does not comply with English Heritage / Cabe Guidance on Tall Buildings;

Room size in other W hotels including the one in San Francisco are 300sqft and 400sqft, the rooms in the approved hotel are already 400sqft so cannot see the justification for the increased height based on the need for larger rooms;

Late afternoon shadowing of Sackville Gardens;

Reduction on area of public realm at canal side;

That any consent should be specific to Starwood to ensure that only their specific product benefits from the increased height;

That the Traffic Impact Assessment does not take into account the 50 or so parking spaces in Regency House;

That there is not enough car parking allocated for the hotel development;

A condition should be imposed to replace condition 26 on the previous approval to ensure the agreement of all relevant stakeholders to the design of the proposed highways works and that the development should not be brought into use before all the relevant works are complete;

That the applicants seem to have missed the replacement of the English Heritage / Cabe Guidance on Tall Buildings with a revised 2007 version;

That the application is deficient in terms of section 3.4 of the Tall Buildings Guidance as it does not show the proposals in all significant views affected;
Drivas Jonas letter dated 10-09-2008 para 12 & 13 - what is the exact event or events that will trigger the implementation of a permission based on the current application? (that is to erect the building as permitted).

The letters in support of the application have included the following comments:

That as a piece of architecture the development is of a very high standard;
That the bringing of a 5* plus world class hotel to a site that has hitherto been an eyesore, blight and anchor for crime for many years is very positive.
That the proposals are positive not just locally for Canal Street but in a wider sense for Manchester as a whole;
That this development should be material in aiming for a place in the top 10 conference cities and that the added value in terms of jobs and income to the city is incalculable;
That hotel development is a critical element of the supporting infrastructure required to meet the needs of the increasing number and variety of national and international business and leisure visitors to Manchester;
That there is a growing demand for hotel rooms within the City particularly at the higher end of the market which demonstrates why tourism as an industry represents a significant element of both the Regional Economic Strategy and the City Region Development Plan;
That the proposal would add value to the city region offer, provide diversity of offer and contribute to the wider city center.
That the addition of qualitative operators at the lower end of Canal Street cannot come quick enough;
That the bringing of additional hotel bed-stock to Manchester at 5* level will attract new custom through business and tourism to both Manchester as a destination, and locality.
That the Canal Street area and surrounding areas require additional regeneration activities, to develop the area further and reaffirm Manchester on an international level.
That the development will bring vibrancy and cultural enhancement to the area.;
That the development will bring a much needed boost to the Gay Village area especially at lunchtimes when businesses are struggling at the moment;
That W Hotel at Origin will further consolidate and enhance the City of Manchester and the City Region as a whole.
That the opportunity to attract a leading global hotel brand to this city is highly exciting and would further enhance the growing reputation of Manchester national and more importantly internationally.

One objector has made a formal request for the Committee to make a site visit.

COUNCILLORS - No representations received.

4.0 CONSULTATIONS

- 4.1 Director of Operational Services - no objections received.
- 4.2 Head of Environmental Health - no objections in principle, subject to conditions regarding more detailed acoustic information to be submitted, and detailed schemes for fume extraction. Recommends conditions relating to hours of operation of commercial uses to be agreed.
- 4.3 Head of Engineering Services - A revised drawing that shows an amended access to the drop of points and revisions to access to the service laybys has been submitted and any comments on this will be reported to Committee.
- 4.4 CABE - Support the proposal which seems to provide high quality architecture and a clear relationship to street and site, and welcome the provision of public space within a mixed use complex. They view the increased height of the hotel building as a positive amendment to the consented scheme and consider the resultant overall composition to be more agreeable than the approved scheme.
- 4.5 English Heritage - State that as the revised application chiefly proposes a modest increase in height to the block which forms the rear of the site along the Rochdale Canal which will have a modest but acceptable, increased impact on the character of the Conservation Area from distant views whilst the blocks to the principle view corridors will continue to contain the bulk of the development, they support the revision.
- 4.6 Greater Manchester Police - Have no objections
- 4.8 Natural England - No objections received.
- 4.9 Village Business Association - Fully support the amended application.
- 4.10 British Waterways - Have no objections but have requested that specific conditions are attached to any consent granted.
- 4.11 GMAU - The sub-basement levels have previously been excavated. Consequently it is not felt that there will be any realistic prospect for buried archaeological deposits to survive on the site. On this basis I can see no reason for seeking to imposed archaeological mitigation measures upon the developer.
- 4.12 Conservation Areas and Historic Buildings Panel -. stated that The Panel felt that the scheme as already approved should constitute the building's maximum volume. If this is exceeded, then public realm space should be increased also. The Panel was concerned about the proposed building's junction with Amazon House, feeling that the proposed building should either be set at a more severe angle or have a greater set-back. The Panel recognised the benefits of attracting a high quality hotel to the city and is supportive of development in this location. The Panel questioned whether it was appropriate for the proposed building to so

dominate the surrounding listed buildings and this conservation area. How would the transition between the ground plane and the proposed glass boxes manifest itself. The Panel also questioned whether this was the right location for the tallest building on the site, as the Princess Street corridor would be the more logical location for the taller building.

Recommend - Refuse as submitted

5.0 **ISSUES**

5.1 National Policy

5.1.1 Planning Policy Statement 1 (PPS1): Creating Sustainable Communities

PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places. The principle of the development proposed was considered under the previous approval and is still believed to be fully in accordance with PPS1.

5.1.2 Planning Policy Statement 6 (PPS6): Planning for Town Centres

PPS6 is firmly based on the principles of sustainable development and the need to sustain and enhance the role of City Centres for the benefit of all. Key messages include that the need to plan for growth and growing City Centres, to tackle exclusion by ensuring access for all to a wide range of everyday goods and services and to promote sustainable patterns of development and less reliance on the car.

5.1.3 Planning Policy Statement 22 (PPS22): Renewable Energy

One of the key principles contained within PPS22 is that development proposals should demonstrate any environmental, economic and social benefits as well as how any environmental and social impacts have been minimised through careful consideration of location, scale, design and other measures.

5.1.4 Planning Policy Guidance Note 15 (PPG15): Planning and the Historic Environment

PPG15 states that in considering an application for works which affect a listed building there is a need to have special regard to certain matters, including the desirability of preserving the setting of the building. Where a listed building forms an important visual element in a street, it would probably be right to regard any development in the street as being within the setting of the building. A proposed high or bulky building might also affect the setting of a listed building some distance away, or alter views of a historic skyline. The desirability of preserving or enhancing a conservation area should also, be a material consideration in the planning authority's handling of development proposals which are

outside the conservation area but would affect its setting, or views into or out of the area. Impact on the Conservation Area and neighbouring listed buildings is considered in more detail in the report.

5.1.5 Planning Policy Guidance Note (PPG13): Transport

PPG13 Advocates minimising the need to use the private car and strongly promotes public transport, walking and cycling as alternatives to the private car. It states that by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

5.1.6 Planning Policy Guidance Note 24 (PPG24): Planning and Noise

PPG24 outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which will generate noise, introduces the concept of noise exposure categories for residential development, encouraging their use and recommending appropriate levels for exposure to different sources of noise and advises on the use of conditions to minimise the impact of noise.

5.2.0 North West of England Plan, Regional Spatial Strategy (RSS)

The RSS was adopted in September 2008 and replaces the previously published Regional Planning Guidance. The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. There are relevant policies in the RSS related to this proposal. These are as follows:

5.2.1 Policy DP2 - Promote Sustainable Communities

Which states that sustainable communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment and contribute to a high quality of life.

5.2.2 Policy DP3 - Promote Sustainable Economic Development

Which states that sustainable economic growth should be supported and promoted

5.2.3 Policy DP4 - Make the Best Use of Existing Resources and Infrastructure

Which states that priority should be given to developments in locations consistent with the regional and sub-regional spatial frameworks (Chapter 5) and sub-regional policies (Chapter 10- 13 (10 being relevant to Manchester), which:

- 1 Build upon existing concentrations of activities and existing infrastructure

- 2 Do not require major investment in new infrastructure. Where this is unavoidable, development should be appropriately phased to coincide with new infrastructure provision.

And that

Development should accord with the following sequential approach:

- 1 First, using existing buildings (including conversion) within settlements and previously development land within settlements;
- 2 Second, using other suitable infill opportunities within settlements
- 3 Third, the development of other land where this is well located in relation to housing, jobs and other services and infrastructure and which complies with the other principles in DP1-9.

5.2.4 Policy DP5 - Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility

Which states that development should be located so as to reduce the need to travel, especially by car. Major growth should, as far as possible, be located in urban areas where strategic networks connect and public transport is well provided. All new development should be genuinely accessible by public transport, walking and cycling and priority will be given to locations where such access is already available.

5.2.5 Policy DP7 - Promote Environmental Quality

Which states that environmental quality (including air, coastal and inland waters) should be protected and enhanced, including by:

- 1 Understanding and respecting the character and distinctiveness of places and landscapes;
- 2 The protection and enhancement of the historic environment;
- 3 Promoting good design in new development and ensuring that development respects its setting taking into account relevant design requirements
- 4 Reclaiming derelict land;
- 5 Maximising opportunity's for the regeneration of derelict or dilapidated areas;

5.2.6 Policy W6 - Tourism and the Visitor Economy

Which states that proposals and schemes should seek to deliver improved economic growth and quality of life, through sustainable tourism activity in the North West. This should be in line with the principles of Policy W7 and include a focus on the regional centres of Manchester (and others) where tourism is a contributory component of the economy

5.2.7 MCR1 and MCR2 are the key sub-regional policies that relate to the site. The proposals are generally in accordance with the policy framework set out in these policies.

5.3.0 Unitary Development Plan (UDP)

5.3.1 The application is considered to be consistent with UDP Policies and in particular with policies I3.1 (Employment & Economic Development - Design of Commercial Development) E1.1 (Environmental Improvement & Protection - Air Pollution), E1.4 (Environmental Improvement & Protection - Noise Control), E1.5 (Environmental Improvement & Protection - Energy Conservation), E2.7 (Environmental Improvement and Protection) E3.4 (Environmental Improvement & Protection - Canal Walkways), E3.5 (Environmental Improvement & Protection - Safe Environments), T3.7 (Transport - Cycle Parking), L1.3 (Leisure & Recreation - Access to Waterways), RC3 (Mixed Uses), RC4 (Environment), RC5 (Waterways), RC6 (Tourism), RC17 (Car Parking), RC18 (Pedestrians), DC9.1 (New Commercial & Industrial Development - Access for Disabled People), DC10.1 (Food & Drink), DC10.2 (Food & Drink) , DC26 (Development and Noise).

5.3.2 Furthermore, it is considered that the scheme would enhance the appearance, character and setting of the Whitworth Street/Princess Street Conservation Area and the nearby listed buildings in accordance with policies E3.8 (Environmental Improvement & Protection - Conservation Areas), DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings). The proposal is also consistent with the Small Area Framework for this area (policy RC20 - Area 17) building on significant recent developments in the area.

5.3.3 Compliance with the relevant policies within the UDP is evidenced in the following sections of the report.

5.4.0 Environmental Impact Assessment

5.4.1 The applicant has submitted a Supplementary Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 ('The Regulations') Circular 2/99 states that development which comprises a change or extension to a previously approved scheme only requires an EIA to the extent that a change or extension is likely to have significant environmental effects. The City Council have concluded that a further Environmental Impact Assessment was not required as the effects of the changes to the scheme would not be significant.

5.4.2 It is considered that the supplementary environmental statement has provided the local planning authority with sufficient information to understand the likely environmental effects of the revised hotel proposal and any required mitigation. Supplementary information was provided on the following:

- Regeneration and socio-economic impact;
- Urban design and visual impact (i.e. townscape and views);
- Historic environment (i.e. heritage context);
- Microclimate (i.e. ground-level wind conditions, sunlight/daylight);
- Local natural environment (i.e. ecology, hydrology, soils and groundwater);
- Transport issues;

-
- Ground Conditions and Contamination
 - Air quality;
 - Noise and vibration;
 - Air Quality
 - Sunlight/daylight/shading/solar dazzle/privacy and overlooking
 - TV and radio reception;
 - Sustainability.

5.5.0 The Scheme's contribution to regeneration

5.5.1 Regeneration is an important planning consideration. Over the past ten years the City Council has had a considerable amount of success in terms of regenerating the City Centre. The work in the City Centre Renewal Area, Piccadilly, Spinningfields, the G-Mex area, Northern Quarter and Castlefield are all good examples of this. However, much remains to be done if the City Centre is to remain competitive and it will be important to ensure that investment in Manchester continues.

5.5.2 The immediate area benefits from a relatively stable residential population located within a number of successfully converted buildings and the 'Village' based around Canal Street is an internationally recognised attraction. However, in light of the prominence of the location, the site's potential benefits to regeneration need to be considered within the wider context of the City Centre. In order to make the fullest possible contribution to regeneration the site should be developed to the very highest quality and provide a range of complementary uses with a focus on activities and uses that would complement and build upon the special nature of this area. The principle of developing the wider site has already been accepted as fulfilling a significant regeneration role in the City.

5.5.3 Securing W Hotels as an operator for the hotel element of the wider proposals would secure considerable benefits for both for the Village and the City. The hotel would be a high quality Boutique Hotel and the first 'five star plus' hotel in the UK. There are only 23 W Hotels worldwide and over 80% are in the United States. Manchester would be the first W Hotel to open in the UK presenting an important opportunity to raise the city's profile in the business and travel press nationally and within the international market place as a whole. W Hotels has a strong track record of working in vibrant city districts in the United States and has a proven track record of making a significant contribution to the revitalisation and regeneration of those areas and of integrating existing communities in cities such as New York, San Francisco and San Diego. The added value that a W Hotel would bring to the City compares to a mid market upscale hotel (which is the type of operator that was originally targeted for the site) is detailed in section 2.18 above. Development of a high quality hotel with a strong global reputation would provide an excellent opportunity to increase awareness and perceptions of Manchester.

5.5.4 The hotel proposal clearly raises issues arising from its additional height to that approved (discussed elsewhere in the report), however, there appears to be an overwhelming regeneration benefit as a result of the introduction of such a prestigious hotel operator.

5.5.4 The proposal, together with the wider Origin development would contribute to the regeneration of this part of the City Centre in terms of its function, expansion, environment, linkages, permeability, activity and integration.

5.6.0 CABE/ English Heritage Guidance on Tall Buildings

5.6.1 One of the main issues to consider in assessing this proposal is whether this is an appropriate site for a building of the size proposed. In order to assess this, the proposal has been thoroughly assessed against UDP Policies, PPG 15 (paragraphs 5.3.1 and 5.7.0) and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE:

5.6.2 "Relationship to Context", "The Effect on the Historic Context and the Effect on World Heritage Site."

Under these criteria the effect of the proposal on key views, listed buildings, conservation areas, the tentative World Heritage Site, scheduled Ancient Monuments and Archaeology, and open spaces has been considered.

In relation to this a visual assessment has been undertaken, which considered 65 views, out of which 5, (considered to be most significant), were selected for further analysis, using photomontage images of the proposals. In addition 19 wirelined views were produced. The historic aspects are dealt with below under 'Listed Buildings, Conservation Areas and Proposed World Heritage Site'. In many views approaching the City Centre the building would barely be visible. In other close views they would be highly visible, principally along the Whitworth Street corridor from close to its junction with Oxford Street, and Princess Street from close to the junction with Portland Street, Canal Street, Sackville Gardens and Samuel Ogden Street. Whilst it is acknowledged that the scheme would be higher than the buildings in the immediate vicinity, it is argued that this building along with the other 2 buildings that make up the Origin development would create a major landmark on this area, providing an architectural statement of high quality and focus, thus enhancing the City's skyline and having an overall positive effect on the townscape. The manner in which the building has been faceted or folded away from the main street frontages mean that when seen close to and from within the area its impact would be considerably reduced. Also, the generally tight nature of the street pattern in this area means that from many locations within the area the building would not be seen and the scale would not be evident.

5.6.3 An important characteristic of Manchester (and of many other cities) is the increase in height of buildings with time, as technologies and demands on land use increase. The present heights in the Conservation Area reflect the building technology at the time of construction. The faceted nature of the proposed design where the buildings already approved rake back above the existing eaves and ridge lines mean that the impact of the height of the hotel would be reduced.

5.6.4 "Relationship to Transport Infrastructure"

Under this section the benefits of the site's location in terms of achieving a sustainable transport strategy, the capacity of the existing transport infrastructure and the quality of linkages to public transport have been considered. The site is in an optimum location benefiting from excellent access to public transport and proximity to the City Centre services and attractions. In considering the approved Origin development it was concluded that no mitigation of traffic impact was required. It is considered that the transport impacts of the revised scheme would not be any greater than those of the approved scheme where the impacts were considered to be acceptable.

The Head of Engineering Services has no objections in principle to the proposed development. It is considered therefore that the site is in an optimum location for sustainable transport links and the proposals would have no significant net impact on the highway network.

5.6.5 "Architectural Quality of the Building"

The factors that are of most importance in this respect are the buildings scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The proposed building would be somewhat larger than those surrounding the site and the impact of this has been discussed elsewhere in the report (paragraph 5.6.2). Looking simply at the architectural quality of the scheme, this is considered to be very high. The irregular footprint and multifaceted appearance, which enables the building to have a relationship with its neighbours and general rhythm of the streets, would undoubtedly create a scheme of considerable interest. The materials used would comprise glazing and natural materials and the scheme has been designed to ensure that no plant is visible. A condition requiring samples of materials should be attached to ensure their quality. It is considered therefore, that the proposals would be of the highest quality and would result in sophisticated, elegant landmark building.

5.6.6 "Credibility of the Design"

The applicants remit includes the provision of advice from programme inception, delivering a team of professionals from design and planning, Development Managers (Commercial surveyors) as well as Directors and Quantity Surveyors from the construction arm. The full team has had a very close involvement throughout the design evolution, to ensure that the architects vision can be delivered.

Importantly, construction has started under the previous extant approval, based on the design and construction principles now encompassed in the current application.

5.6.7 "Contribution to Public Spaces and Facilities"

It is important to ensure that the development interacts positively with and contributes to its surroundings at street level. The design of the proposed hotel is such that its vibrancy would be visible and permeable out in the public space. The ground floor levels of the hotel would incorporate public facilities in the form of a restaurant and bar creating activity along the Rochdale Canal. This in the quality of the development and its high visibility would help to create a substantial and significant expansion of the Canal Street/Village 'offer'. Of particular importance in this regard is the treatment to the Rochdale Canal where the development proposes active uses and creates a substantial walkway which would offer opportunities for activity to spill out and reflect the character of Canal Street. The terrace and promenade provide the principle frontage to the canal side, linking subsidiary spaces and square, and defining a series of waterside seating spaces. These would link with existing and proposed canal side walkways.

The proposed public open space associated with the scheme represents a high quality area for use by all, which would improve conditions for pedestrians and increase permeability through the area. The only difference between the new scheme and the Origin scheme is the incorporation within the central space of a drop-off for the Hotel. However whilst a turning vehicle can be accommodated within the layout, the portion of the central space adjacent to the hotel has not been separately defined in any way. Instead the proposal is for a true shared space where pedestrians will be the primary user and the space will remain fully accessible to pedestrians

The total amount of space given over to public realm has not altered from the approved scheme.

As with the previous application the applicants have advised that they would work fully with the organisers of Pride and that the created public space, restaurants and cafes would contribute to Village events. It is considered therefore that the proposals would make a positive contribution to the public realm and facilities.

5.6.8 "The Effects on the Local Environment"

This is a critical issue, as amongst other things, this examines the impact the building of this height would have on nearby and adjoining residents. It includes the consideration of issues such as impact on microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

5.6.8.1 "Sunlight, Daylight, Shading, Solar Dazzle, Privacy and Overlooking"

An assessment has been carried out to consider the potential impacts of the proposal in terms of daylight, sunlight and shading on existing neighbourhood properties, surrounding open spaces and of the building itself. The assessment was undertaken in the light of the approach advocated in Building Research Establishment (BRE) guidance and the current British Standard for the code of practice for daylighting.

The BRE guidance suggests that sunlight assessments should only be made for windows, or walls that face within 90° of due south. The BRE discretionary guidance states that on a window wall facing within 90 degrees of due south there will be adequate potential for sunlight if windows receive at least 25% of annual probable sunlight hours of sunlight, including at least 5% of annual probable hours of sunlight during the winter months. For dwellings to the east, south and west of the site the sunlight analysis demonstrated that after development there would be no material adverse impact associated with sunlight reaching the existing dwellings. There are no affected dwellings to the north of the site. All the buildings that face within ninety degrees of due south, will receive sunlight levels at or above the BRE discretionary guidance. In relation to the proposed buildings, there is good potential for sunlight and the scheme will also meet the BRE criteria.

5.6.8.2 Daylight

Daylight assessments have been carried out to assess the projected daylight impact of the proposed development on to existing buildings. The BRE discretionary guidance suggests 1-1.5% (ADF) Average Daylight Factor for bedrooms and living rooms, as given in Appendix C of the 1991 BRE publication Site Layout Planning for Daylight and Sunlight. Whilst existing residential buildings to the east, south and west of the site will experience some reduction in daylight when compared to the current situation, any impact is within the current BRE discretionary guidance and current British Standard for daylighting.

In terms of the proposed building all windows tested will meet or exceed the current BRE discretionary guidance and current British Standard for daylighting.

5.6.8.3 Shadows

In summer which is the main time that the outside seating areas on Canal Street would be used there would be no shadowing of these areas or of Sackville Park from the proposed building from at least 2pm onwards (no shading at all of the park). By September there will be some shading from the proposed building of these areas between 2pm and 4pm. In winter there would be shadowing of the park from 2pm onwards.

However the above needs to be considered in the context of the effect of shadows caused by the development being fleeting due to the dynamic nature of the process - for example shadows will vary according to cloud cover. It is inevitable that, at low sun angles, shadows of any tall element will extend for some distance. It must be noted that the existing surrounding buildings will also create shadow over the proposed buildings as well as on to themselves and neighbouring open spaces.

5.6.8.4 Shading

With regard to shading, the spaces around the perimeter of the development that can receive sunlight i.e. those not solely north facing, will meet the BRE criteria.

5.6.8.5 Solar Dazzle

Solar dazzle can occur when sunlight is reflected from a glazed façade. A computer model has been used to generate solar glare images to assess the affect the proposals could have in this regard.. It has been concluded that there will be no material solar dazzle effects to pedestrians in the proposed surrounding open spaces, existing open spaces or to occupants in adjacent buildings.

5.6.8.6 Privacy and Overlooking

As part of the design, the interaction between the proposed building and those existing buildings which adjoin the site with regard to privacy and overlooking has been assessed. National guidelines recommend that one of the most effective ways of ensuring privacy is through effective design. The British Research Establishment identifies two methods of achieving privacy. One is through remoteness that is the arrangement of buildings with adequate distance between facing windows. The other is through design such as varying heights and angles and diffusing windows. The design of the proposed hotel building takes into account both of these methods.

As a strong characteristic of the Whitworth Street/Princess Street Conservation Area relates to buildings that are built up to the street edge, that fill their respective sites and which create a strong vertical emphasis to street edges. Given the width afforded to Canal Street by the canal itself, overlooking of existing buildings in these locations is significantly reduced by distance and through the angling back of the upper levels. The distance between the hotel approved in the wider Origin development and the proposed scheme remains unchanged and the chamfers (cutting away to make a sloping edge), cut backs and upper floors remain angled back to limit any overlooking and privacy issues.

5.6.8.7 Noise

The hotel drop off facility would have the potential to lead to some noise from hotel guests' vehicles. However the vehicle movements will be infrequent and managed by site staff. This would result in a negligible impact on future occupants of the residential block approved as part of the wider origin scheme.

The acoustic report submitted with the application, concludes that with appropriate acoustic design of the proposed buildings, reasonable internal noise levels can be achieved. The impact of noise from the proposed uses can be controlled through acoustic insulation measures and appropriate conditions to address the comments of the Head of Environmental Health should be attached to any consent. A report on how the construction process would be managed and any mitigation

measures needed to reduce the impact of the construction process on the local environment was submitted with the original application and the applicants have confirmed that the measures outlined in that report are applicable to this scheme.

5.6.8.8 Wind

A wind engineering study has been carried out to assess the impact on pedestrian comfort of the wind environment at pedestrian level of the proposal. The report concluded that there would be some impact at key pedestrian level locations and suitable mitigation measures have been identified and will be a condition of any consent granted.

5.6.8.9 TV reception

A TV and radio reception study has been undertaken that identifies potential shadowing and reflection of signals. The study shows that there is likely to be some shadowing impact caused by the proposed development. Any condition requiring further detailed surveys to precisely identify the effect of the proposal and for the undertaking of appropriate measures to mitigate any effects will be attached to any consent granted.

It is considered therefore that, with appropriate mitigation measures the proposals would not have a significant detrimental impact on the local environment.

5.6.8.10 "Contribution made to Permeability "

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up, or closure, of views to improve the legibility (i.e. the degree to which a place can be easily understood and traversed) of the city and the wider townscape is an important planning consideration.

In considering the approved Origin development it was concluded that the proposal would upgrade the quality of the routes around and throughout the site. Furthermore the central landscaped area and canal side terrace space would be new spaces and would provide a pedestrian link from Whitworth Street to the Rochdale Canal and Canal Street. Permeability would be improved at street level by the creation of formal and properly surfaced routes and these routes would be further enhanced by the active nature of the uses that would adjoin them. It was considered that the proposals would create a positive image and visual connections at this end of Whitworth Street/Princess Street and that as a result of the quality of the buildings and the active nature of the uses that would adjoin them. It was therefore accepted that the development would enhance important views and vistas by the development of a site that had a negative impact on the area and would assist orientation within the City Centre.

The principle difference under this application is the drop of space created within the central area which would become a shared space

for pedestrians and vehicles. Access for vehicles to the space would be managed through the use of drop down bollards, which would maintain the permeability and linkages identified in the approved scheme.

The amended hotel scheme does not therefore significantly alter the improvements to permeability and linkages within the area compared with the approved wider Origin scheme. The positive contribution of the proposals to permeability, linkages and the legibility of the City Centre and wider townscape would be maintained if the current proposal is approved.

5.6.8.11 "The Provision of a Well Designed Environment "

In considering the approved Origin development it was concluded that the proposal would create high quality internal and external public space and would make a significant contribution towards improving the public realm. The amended hotel scheme as part of the wider Origin development would maintain the provision of a high quality, useable environment for those using it, and it is considered that the proposals would meet the criteria of function and fitness for purpose.

5.6.8.12 "Sustainable Design and Construction"

The information submitted in support of the application provides an assessment of the sustainability of the proposal in terms of the physical, social and economic impact. These are considered throughout this report. It is considered that the proposals would be highly sustainable in terms of the above impacts. The proposal incorporates both combined heat and power and a ground source heat pump. The proposal is expected to receive a BREEAM rating of at least 'very good'.

In assessing the above criteria it is considered that the applicant has thoroughly demonstrated that the proposal would satisfactorily meet the English Heritage and CABI guidance and that the proposal would provide a tall building of a quality acceptable to this site.

5.7.0 Conservation Area, Listed Buildings and tentative World Heritage Site

5.7.1 The application site is in the vicinity of a number of listed buildings and is within the Whitworth Street/Princess Street Conservation Area. It is therefore necessary to consider the impact that the proposal would have on the settings of listed buildings and on the conservation area.

5.7.2 The proposed building would be prominent when viewed from within the immediate streetscape of the Conservation Area, particularly along the main roads which align the site, such as Whitworth Street and Princess Street and from Canal Street. The development would respond to different adjacent eaves/ridge levels along Princess Street and Canal Street reinforcing the change of scale. The use of contemporary materials ensures that the building would not over dominate the predominantly brick and stone buildings of Conservation Area to any

detrimental extent. The building would provide a contrast in materials and modelling and the sculptural form would act as a foil to the articulation of the older buildings. The historic street pattern of Brazil Place, Brazil Street and Samuel Ogden Street informs the setting out of the building and open space. It is considered that the existing buildings of the conservation area would retain their own distinctive and unique character and would not be dominated or adversely affected by the new building.

- 5.7.3 The scale of development proposed is substantial in terms of its height and size and this is an important consideration. Whilst the scale of the building is significant it would be set within the context of the wider Origin development. Its impact has also been reduced by chamfering of the building using the ridgelines of adjacent buildings as cues. The design quality, form and location of the proposed building would reinstate key characteristics of the conservation area such as street edge, the strong vertical emphasis, the dense urban grain, the street hierarchy and the sense of majesty and scale.
- 5.7.4 The development would not be significantly visible at street level from within adjacent conservation areas within the City Centre given the dense urban grain which surrounds the site.
- 5.7.5 Public realm works would introduce new trees to the canal side, within the centre of the development and adjacent to both Whitworth street and Venice Street. The number, size and species of these trees can be secured through planning conditions. The applicants commitment, however, is to increase the number of trees proposed under the previous approval
- 5.7.6 In light of the above it is considered therefore that the proposal would have an impact on the Whitworth Street/Princess Street Conservation Area, this, however, is considered to be a positive impact and one which would enhance the character of the area. The visual impact of the proposal on the tentative World Heritage Site will be similar to that of the Conservation Area.
- 5.7.7 The site is located in an area of the City Centre which has a number of both Grade II and II* listed buildings of various ages, types and sizes, including some immediately adjacent to the site. Given the proximity of these buildings it is likely that their setting will be affected. It is considered that the design quality, form and location of the proposed building as part of the wider Origin scheme would reinstate key characteristics of the area such as street edge, the strong vertical emphasis, the dense urban grain, the street hierarchy and the sense of scale which would be an improvement to the overall character of the area.

The initial Origin scheme carried out a full assessment of the impact the development would have on the setting of adjacent listed building and as part of the current application submission, these impacts have been further assessed in the context of the increased height of the hotel. It is acknowledged that some buildings in particular within the immediate

vicinity of the site would experience some change to their settings but that the impact would not be unacceptable. These include ; Regency House, Amazon House - 3 Brazil Street, New Union Public house - Princess Street, Lioness House - Princess Street, 109 Princess Street, Central House - Princess Street.

- 5.7.8 It is considered that the proposed hotel acknowledges the historic environment, and reinstates key characteristics of the Conservation Area that have been identified as having a special interest, and as such would preserve and enhance the character and appearance of the Conservation Area and the historic setting of adjacent listed buildings. English Heritage has been consulted on the proposed design and the visual assessment. It is satisfied that the proposal would not have an unacceptable impact on the conservation area or on the setting of any listed buildings.

5.8 Microclimate

- 5.8.1 In considering the impact of the proposals on microclimate wind, shadow and dazzle studies have been carried out. These areas have been discussed under the "Effect on Local Environment" section from paragraph 5.6.8.

5.9 Amenity

- 5.9.1 As discussed above within the "Effect on Local Environment" section (paragraph 5.6.8) it is considered from the results of the shadow study that although the proposal would create some shadow, this would move relatively swiftly across nearby buildings. It is considered therefore that properties in the vicinity of the site and further away would not be adversely affected by overshadowing as a result of the scale of the building to such a degree that amenity would be significantly affected.
- 5.9.2 With regard to the proposed use on the site and potential noise, it is considered that the building would be suitably insulated to prevent any significant break out of noise, to prevent unacceptable noise transference between the different uses within the building and to prevent occupiers of the building being disturbed from external noise sources. With the previous scheme, the applicant undertook to submit a management strategy and mitigation measures for the construction phase of the development in order to minimise disruption, noise, dust and vibration from the construction works on the local environment. The applicants have confirmed that this is still the intention with the amended scheme.

5.10 Safety and security

- 5.10.1 The proposal and the wider Origin development will bring significantly more activity into this area and would create opportunities for natural surveillance of the canal and the streets around the site. Greater Manchester Police have been involved in significant pre-application discussions and have provided a Crime Impact Assessment, which has influenced the development of the proposals. Greater Manchester Police

have raised no objections to the proposals and it is expected to achieve Secured By Design accreditation.

5.11 Socio-Economic Impact (including Crime and Disorder)

5.11.1 The W Hotel development will offer significant positive benefits over and above those considered as part of the original mid market upscale hotel scheme which was granted planning permission.

- The synergy and fit between the hotel operation and the character and lifestyle of the village;
- The international and global draw of the W brand particularly within the business and travel communities;
- The level of visitors (resident and non-resident) who will be attracted to the area, offering potential support to existing local businesses;
- The increase in level of footfall associated with a W Hotel;
- The opportunities which will be presented for local businesses to supply high quality and niche goods and services to the hotel; and
- The number of jobs which will be generated by the scheme (directly and indirectly and on a temporary basis during construction).

5.11.2 There are around 90 retail or related businesses operating within the Village area which will benefit from the increased footfall to be generated by the W Hotel development.

5.11.3 The revised scheme will create additional jobs in a part of the city which is close to some of the most deprived area of the UK and in occupations accessible to all.

5.11.4 A W hotel will fully support the city's aspirations to be a capital of international and global standing, and help stimulate its visitor based sector by providing an exceptional standard of accommodation convenient to the Higher Education Precinct and integrated with Manchester principle railway terminus with links to the airport.

5.11.5 The proposal as part of the wider Origin scheme would reduce crime and the fear of crime replacing an open site with a busy mixed use residential, shopping and commercial development that would be in use throughout different times of the day. The scheme would be conditioned to require it to meet the 'Secure by Design' accreditation.

5.11.6 It is considered therefore that the proposal both in itself and as part of the Origin development would bring extensive socio-economic benefits to the City Centre and the wider area of Greater Manchester, and would help increase activity at this end of the City Centre, building on the investment and regeneration that has already taken place.

5.12 Parking/Servicing/Access

5.12.1 The impact of the proposal on parking and the highway network has been considered under the "Relationship to Public Transport

Infrastructure" section under paragraph 5.6.4 above. Access routes for service vehicles are considered acceptable and conditions can control the times this would take place. It is considered that adequate parking would be provided with the scheme and that the scheme would not have a detrimental impact on the highway network. It is noted that whilst the proposal reduces the number of rooms, the parking provision remains as per the approved scheme.

5.13 Access

- 5.13.1 The buildings and new public space would be fully accessible to all. There would be level access from the public space and street to the hotel, with lifts providing direct access to all levels of the building. A minimum of 5 per cent of car parking spaces would be suitable for use by disabled persons.

5.14 Response to objections

- 5.14.1 Most of the points raised by objectors have been fully considered above. However, it is considered to be appropriate to respond in more detail to some of the specific areas of objection as follows:

The status of W Hotels and the need for the size of room proposed - The applicant has confirmed that 5* Positioning- The W Hotels brand is consistently positioned at the highest hotel-rating level in every market in which a W Hotel is located. For example in the United States, where the majority of W Hotels properties are currently located, they are categorized by Smith Travel Research, the industry leader, at the highest category: 'luxury'. Their peers in this category include Ritz-Carlton, Four Seasons, Mandarin Oriental, etc. In addition, according to recently updated guidelines released by AA/Visit Britain W Hotels easily meet and exceed the 5-star rating criteria, namely:

5-Star: Interior areas and bedrooms are expected to be luxurious, have superior services, and staff are expected to be multilingual. Hotel is expected to have doormen and dedicated concierge staff.

4-Star: Staff should be of a highly professional level with a uniformed appearance. Hotels interior areas should be well appointed. Dining room/restaurant expected to be open to both residents and non-residents and serves lunch along with a wine list.

A 5-Star/Luxury property requires a dedicated, pick-up and drop-off point shielded from significant traffic wherever possible and the applicants have stated that the current location is the only one which will work operationally.

* Room sizes/ accommodating the requirement -The extra height to the hotel is required to deliver the amendments to the scheme to accommodate the specific requirements of the W brand hotel. Minimum room size (including floor-to-ceiling height) is an important factor in successfully positioning a property within the Luxury/5-Star categorization. W Hotels has universal brand standards for average

standard guestroom size (excluding suites) and suite mix to ensure a level of consistency, and a superior product, around the world. However, there is a degree of flexibility in these standards to ensure that they are appropriately positioned within a market and remain competitive economically. Manchester is a market where W Hotels has agreed to reduce their required average standard guestroom size from 35 m² (375 square feet) to 32m² (345 square feet). In addition, W Hotels requires a suite mix of 10% - 12% of the guestroom total. Again, to be flexible and adhere to local market conditions a lower 9.5% suite mix has been agreed to. Information taken from the W Hotels website are estimates intended solely for marketing purposes. In addition, the smallest rooms category listed are generally few in number and not representative of the average standard room size.

Some objectors including the Panel have asked whether the 'extra' floor space necessitating additional floors could be accommodated elsewhere in the development. The three buildings within the Origin mixed use development are, whilst familial in nature, distinct in use, siting, access and egress points and management; and in view of this that applicants state that it would not be conducive to the operational requirements of the hotel brand to have guests moving between buildings, away from the facilities of the main building as this would not meet the Luxury/5-Star categorization.

The loss of public space as a result of the inclusion of a drop off point - In order to assess the impact of traffic movements on the shared public space a benchmarking exercise was carried out to see how a comparable hotel with a drop off facility (The Hilton on Deansgate) operated and how that might compare with the proposal with its access controls in to the central space utilising a comprehensive and efficient concierge service (operated by W Hotel and commensurate with their 5* luxury offer) as well as operator controlled bollards which would result in the central space area being carefully managed.

W Hotels are extremely keen to create with Mimas Developments a central space of exceptional landscaped quality at the front door of the hotel to ensure guests arriving by foot or by car enjoy the 5* luxury service experience from the moment they arrive at Origin. Indeed, this central shared space will have an emphasis on pedestrian circulation and efficient in-situ site management to again underpin the 5* luxury brand. Given the controls over access the most attractive option for drivers, including local taxis, will be pull in areas on Venice Street and Whitworth Street, as they will be quicker and more efficient to use. Given the more attractive alternative drop-off locations and the fact that the central space will be controlled by bollards and under W Hotel management, it is estimated that the vehicles using the drop-off facility within the central space will be less than those using the Hilton Hotel drop-off area which is located adjacent to Deansgate, one of the main thoroughfares serving the city centre.

Based on the survey data, the management of the drop-off facility and the location of the Origin site, it is likely that on average between the 8am to 9am peak only one vehicle would be using the central space every five

minutes. At all other times the use of the central space by vehicles would be significantly less. Such low levels of vehicular movement would not harm the quality of the central space or the pedestrian experience within the space.

Increase in litter in and around the Rochdale Canal - It is considered that the proposal within the wider Origin development would increase supervision of the area. Commenting on this issue City Co have stated that that they believe West Properties, have already demonstrated a track record of contribution to the public amenity and life of the immediate area in its support for the lighting festoons on Canal Street right up to its sponsorship of Pride. Cityco expects occupiers of the Origin development also to become members in due course and will encourage them to engage fully with projects which maximise the standards of presentation and maintenance of the area. City Co along with its partners have been involved in a number of Cityco projects in the environs of the canal including: weed spraying, a litter boat, In Bloom competition and lighting

5.14.2 In terms of the Panel comments on "how the buildings would hit the ground". The buildings under the original approval are framed structures and as such should not express themselves as a load bearing structures. The architect's aim is to create transparency, visibility and permeability at ground floor level and to create active frontages wherever possible. This would bring light and passive security to the site, particularly during winter evenings. The architectural form of the hotel has not changed from the that approved.

5.15 HUMAN RIGHTS ACT 1998 CONSIDERATIONS

5.15.1 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.

5.15.2 Article 8 and Protocol 1 Article 1 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 Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents 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. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

6.0 CONCLUSION

- 6.1 The key issues relating to the principle of the development of the wider Origin site and the appropriate level of development have already been considered and approved.. Therefore, the key issues for consideration are the acceptability of the increased height of the hotel element, the changes to the public realm and the contribution the development would have on the regeneration of the area.
- 6.2 In urban design terms, the scheme incorporates and responds to the key criterion in that it: proposes development at back of pavement line to principal frontages, namely the Rochdale Canal; it creates a strong and fully accessible walkway to the Rochdale Canal; provides a significant area of public and useable open space at the heart of the scheme; is permeable and creates routes and linkages that are direct, active, well laid out and useable, it provides strong activity and is architecturally a building of significant quality.
- 6.3 The additional height of the hotel has been assessed in terms of its relationship to the Conservation Area and neighbouring listed buildings. It is considered that the impact of the increased height is acceptable and would not detract from the character of the area or the setting of these important buildings. It is noted that English Heritage and CABI share this view.
- 6.4 The proposed use has already been deemed to be acceptable and appropriate in this area and it is acknowledged that capacity exists in the market for the provision of further hotels particularly of this standard. W is one of the world's leading upmarket hotel operations, which combines the unique character and appeal of a leading boutique hotel. They have a strong fit with the Village neighbourhood and the developers aspirations for the wider Origin development. As outlined above it is felt that securing such a prestigious hotel brand on the site will act as a catalyst for the reinvigorating of the Canal Street area and would deliver a number of benefits to the City which are clearly set out in this report.
- 6.5 to demonstrate its commitment to the development and to the City, the applicant has said that it would be prepared to accept a personal consent. Whilst this commitment is acknowledged and welcomed, it is believed that the proposal is nevertheless acceptable. The quality identified in the planning submission and the benefits that it is believed would arise from this scheme would be secured through the grant of consent without such a condition.
- 6.6 It is acknowledged that any development on this site would have an impact on the area over and above the development already approved. . The current planning approval was fully assessed against impact on all neighbouring occupiers and it was concluded that this would be acceptable. A full analysis has been undertaken for this application which would increase the height of one of the buildings on site This has demonstrated that this would be within the current BRE discretionary guidance and current British Standards . It is not therefore believed that the additional height of the hotel would cause significant demonstrable harm to amenity.

- 6.7 The scheme, as per the approved development, is uncompromisingly modern. The impact of the scheme is set out fully in this report and it is considered that whilst the scheme is large, the effects of this are mitigated by the form of the development, particularly the multi faceted nature of the building and by the tight built street pattern which is a characteristic of this area which means that views of the scheme are limited.
- 6.8 In conclusion it is considered that the scheme is acceptable and the key issues of increased height, changes to the central courtyard and contribution to regeneration as part of the wider Origin scheme have been fully addressed.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the 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 Unitary Development Plan, the Head of Planning 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 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Conclusion

7.1 The Council has taken the environmental information (as defined in the Environmental Impact Assessment regulations) into consideration and the proposal is in accordance with the UDP policies identified in paragraph 5.3.0 of the report. The Head of Planning therefore recommends that the Committee APPROVE planning application 087671/FO/2008/C3 on the basis that the proposal accords with the development plan, in particular policies I3.1, E1.1, E1.4, E1.5, E2.7, E3.4, E3.5, E3.8, T3.7, L1.3, R1.1 RC3, RC4, RC5, RC6, RC9, RC17, RC18, DC9.1, DC10.1, DC10.2, DC18.1, DC19.1, DC26 and policy RC20 (Area 17) of the City Council's Unitary Development Plan in that in that the development would make the area more safe and attractive; would be of a high standard of design and make a positive contribution towards improving the City's Environment; there would not be any significant impacts on the residential amenities of adjoining occupiers; the development would include suitable landscaping; would reduce air pollution caused by vehicles by encouraging alternative forms of transport; would encourage energy conservation by being will served by public transport and by using high standards of energy efficiency within the development; would include measures which would lead to a safer environment; would promote regeneration and an improved environment;

would include secure cycling parking facilities within the City Centre; would contribute to the mix of uses in the area; would include satisfactory private car parking; would provide a safe and convenient conditions for pedestrians and cyclists within the City Centre; would improve access to waterways, create leisure and recreational facilities for tourism, would be accessible at ground floor level for people whose mobility is impaired; would be in keeping with the character and appearance of the Whitworth Street Conservation Area and the settings of nearby listed buildings; would not expose would not expose existing or future residents to unacceptable levels of noise; and generally the proposal would provide a high quality facility within the area to the benefit of the wider surrounding community allowing the continuing regeneration of the locality ;

Recommendation

The Head of Planning therefore recommends that the Committee **APPROVE** planning application **087671/FO/2008/C3**.

Conditions and/or Reasons:

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) No development authorised by this permission shall commence until planning permission ref no 081209/FU/2003/C3 has been implemented.

Reason

The consent hereby granted is an amendment to the scheme approved under application ref no 081209/FU/2003/C3 and not a consent that can be implemented independently of that approval.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

(a) 7145-P-100, P-101, P102, P103, P104, P105, P106, P107, P108, P109, P110, P111 , P112 and P113

(b) Environmental Statement, Environmental Statement Technical Appendices Volume 2.1 including the Design & Access Statement (appendix 6.1), Section 4 of the Design Statement (paragraphs 4.36, 4.37, 4.38, 4.39) regarding letting of the ground floor units, Environmental Statement Technical Appendices Volume 2.2 Public Realm Strategy & Ventilation Strategy stamped as received by the Local Planning Authority on 01.11.06, all included within application ref no 081209 as amended by Addendum to Ventilation Strategy Report 9 dated July2007), Supplementary Statement Public Space dated July 2008, Supplementary Environmental Statement / Appendices Volume 2.1 dated July 2008

unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2; of the Manchester Unitary Development Plan.

4) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy of the Unitary Development Plan for the City of Manchester.

5) Any externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

Reason - In the interests of residential amenity, pursuant to Manchester Unitary Development Plan policy H2.2.

6) Before the development commences an acoustic attenuation scheme including particulars of the acoustic glazing and acoustically treated ventilation to be installed as part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

7) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07.30 to 20.00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In the interests of residential amenity, pursuant to Manchester Unitary Development Plan policy H2.2.

8) Provision shall be made in accordance with the information contained within paragraphs 4.90, 4.91 and 4.92 of the Environmental Statement Volume 1 and the approved drawings for the adequate storage and disposal of refuse the Such provision shall be available for use before the building is first occupied and shall be retained thereafter

Reason - In the interests of amenity and public health, pursuant to policy H2.2 of the adopted Manchester Unitary Development Plan.

9) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

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

The Desk Study shall be prepared by a suitably qualified person whose competence to carry out the Desk Study has been approved in writing by the City Council as local planning authority (an "Expert").

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

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to of the Unitary Development Plan for the City of Manchester.

11) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

12) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agree in writing by the City Council as local planning authority.

Reason - 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 policy of the Unitary Development Plan for the City of Manchester.

13) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 policy of the Unitary Development Plan for the City of Manchester.

14) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact area, as shown in dwg 115080-57 TV04 A before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in

(a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

15) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy of the Unitary Development Plan for the City of Manchester.

16) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least achieve a Building Research Establishment Environmental Assessment Methodology (BREEAM) rating of at least 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

17) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full within six months, or as otherwise agreed in writing by the local planning authority, of any part of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with policy of the Unitary Development Plan for the City of Manchester.

18) The consent hereby granted is for a development that has full access into and throughout all areas of the building for members of the public, including those whose mobility is impaired.

Reason - For the avoidance of doubt and so as to provide direct access for disabled members of the public and to be in line with guidance in UDP Policy DC9.1 'New Commercial and Industrial Development - Access for Disabled People' of the adopted Manchester Unitary Development Plan

19) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

20) Before development commences, full details of the operation and management of the use of the drop off point by taxis, shall be submitted to an approved in writing by the City Council as the local planning authority.

Reason

In the interests of residential amenity, pursuant to adopted Manchester Unitary Development Plan Policy H2.2 to ensure that the drop off point is not used as a taxi rank.

21) Before development commences full details including scaled, plans, elevations and sections and any relevant technical information that is necessary to demonstrate the mitigation measures that will be implemented to limit the impacts of the changes to the wind microclimate (as described in section 9.6 of the Supplementary Environmental Statement dated July 2008) that the scheme will result in, shall be submitted to and approved in writing by the City Council as the local planning authority.

Reason

To protect the amenity and safety of the users of the spaces around the hotel once the development hereby approved is occupied, pursuant to policies H2.2 and E3.5 of the Manchester Unitary Development Plan.

22) Before development commences the following details should be submitted to and approved in writing by the City Council as local planning authority:

- a) a Method Statement outlining the measures that are to be undertaken to protect the canal from pollution during the construction of the hotel;
- b) details showing the measures to be implemented to ensure that any contaminants that may be present within the application site, or that may arise as a result of the new development (for example oil, petrol and diesel spills from vehicles), do not leach into the canal;
- c) details showing the measures to be implemented to ensure that the proposed drainage measures for the development safeguard the channel;
- d) details showing the measures to be implemented to safeguard the ecology of the canal including measures to protect any Lurionium natans (should for example the canal need to be drained down) and/or white clawed crayfish found within the channel; and measures for satisfactorily eradication of any invasive species found to be present within the site, such as Japanese Knotweed;
- e) full details of the proposals for the treatment of the site boundary adjoining the canal.

Reason - To ensure the protection of the Rochdale Canal Site pursuant to Manchester Unitary Development Plan policies E2.3 and E2.4.

23) Details of a Green Travel Plan Strategy, implementation and monitoring of effectiveness shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Green Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Green Travel Plan Strategy shall be adopted and implemented within the time period agreed in writing with the City Council as Local Planning Authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance and in order to promote a choice of means of transport, pursuant to Manchester Unitary Development Plan policies E1.1 and T3.1.

24) A scheme for the creation of new ecological habitats as part of the hereby approved development shall be submitted and approved in writing by the City Council as local planning authority prior to first occupation of the buildings. The scheme shall include a programme for implementation. Unless otherwise agreed in writing, the development shall be undertaken in accordance with the approved scheme.

Reason - In the interests of wildlife ecology on the site, pursuant to Manchester Unitary Development Plan policies E2.3 and E2.4.

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: 087671/FO/2008/C3 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 all held by the Planning Division.

Equal Opportunities

The proposal will make the site and its development directly accessible to all members of the public, including those with mobility impairments.

Environmental Improvements

The proposal will bring a significant improvement to the appearance of this site and the area generally.

Employment Implications

The proposal will create jobs during construction and on occupation a number of jobs will be created.

HEAD OF PLANNING