

Application Number	Date of Appln	Committee Date	Ward
087512/OO/2008/N2	22nd Oct 2008	15th Jan 2009	Ardwick Ward

Proposal OUTLINE APPLICATION for the erection of a 111 bed hotel, to a maximum height of 8 storeys, with associated facilities and a commercial unit Class A2/Class B1 (office), 51 car parking spaces on ground floor and basement, new vehicular access points to Polygon Street and taxi drop off point on Brunswick Street

Location 2-10 Stockport Road, Ardwick, Manchester, M12 6AN,

Applicant Mr Saad Alazzawi, Studio 3,, 69 Hamilton Road,, Longsight Business Park, Manchester,, M13 0PD, Manchester , M12 6AN

Agent Mr Paul Butler Associates 31 Blackfriars Road, Salford, Manchester, M3 7AQ,

Description

This outline application seeks approval of matters relating to access, appearance, layout and scale with landscaping reserved. This application relates to an "island" site bounded by Stockport Road, Polygon Street and Brunswick Street. The site most recently accommodated retail units, which have been demolished. The site is situated to the south-west of the "Apollo" roundabout and has its main frontage to Stockport Road (A6). Residential uses are located to the south-west of the site along Brunswick Street and Polygon Street. The buildings previously occupying the site have been demolished and the site is currently vacant.

This site was previously the subject of the following applications:

- i. 080508/FO/2006/N2 - Redevelopment of site to create a mixed use development comprising 52 apartments and 428sqm of commercial and food and drink uses (Class A1, A2, A3) at ground floor level with 37 car parking spaces. Approved 24th April 2008.
- ii. 069439/FO/2003/N2 - Revised proposals for the erection of part five, part six storey building to form residential development comprising: 5 x 3-bedroom apartments, 51 x 2-bedroom apartments and 5 x 1-bedroom apartments, with three parking spaces at ground level and 30 parking spaces at basement level. Refused on 7th October 2004.

The proposed building will have a triangular configuration reflecting the shape of the site. The building will comprise of 5 storeys to each of the surrounding street frontages, rising to 8 storeys as it meets the junction of Stockport Road and Brunswick Street. The main entrance to the hotel is situated on the Brunswick Street elevation providing access to the central reception, breakfast area and lift blocks. A vehicular lay-by area is situated outside the main entrance. The commercial unit is situated at the terminus of the Stockport Road and Polygon Street elevations with the entrance on Polygon Street. The applicant, has provided indicative details showing the treatment of voids between the hotel entrance and commercial unit with "green" planted screening; the detail of landscaping is to address through a subsequent reserved matters application.

The proposed servicing and car parking access/egress is situated on the Polygon Street elevation. The proposed car parking is situated on the ground and lower ground floor with a car stacking system being utilised as parking solution, staff welfare accommodation, plant and bin storage areas are also located in the ground floor areas.

The elevational treatment, above ground floor level, comprises of a central elevational "band" (between 1st and 4th floors inclusively) which is characterised by overlapping windows with cladded surrounds with the curved intersections of the buildings incorporating glazing with glazed elevations to the floors above i.e. up to the 7th floor.

Consultations

Local Residents - No comments received.

Live Nation - Responded as the operator of the Apollo Theatre with the following comments:

The previous residential scheme conflicted with the operation and use of the Apollo Theatre as a music venue. The proposed use is considered to be generally acceptable, subject to the provision of the appropriate acoustic insulation of the proposed building. Concerns remain regarding the potential for additional traffic congestion and the resulting traffic implications at the junction of Stockport Road and Hyde Road. This may have implications for the operation of the Apollo at busy times.

GM Police Crime Reduction Officer - It is accepted that the hotel is on a busy well lit route on the Stockport Road corridor making travel to from the city centre public transport systems relatively easy. There are however concerns that this may not be the only route that hotel visitors may use. As there is little hotel provision close to the university, guests staying at the hotel may be attending events/visiting siblings on the university sites, likely therefore that a significant number of hotel residents may use the route of Brunswick Street to reach the university. The area of Brunswick Street to the junction with Upper Brook Street is challenging in terms of robberies and anti social behaviour. There is an alcohol exclusion order in place in this area. Existing CCTV coverage is provided to cover A6, and cannot cover both routes. Consideration should be given to the installation of a monitored CCTV camera to cover Brunswick Street.

Chief Executive's Landscape Practice Group - There is limited scope for landscaping, but some provision could be made adjacent to the public realm to improve the setting of the building.

Head of Engineering Services - The following comments have been received.

- i. There is concern regarding the lack of car parking for the proposed use. The level of provision does not adequately cater for guests/staff or those using any potential conference facilities (if provided). It is important that this short fall is addressed through the Travel Plan (see comments below) and a full car park management strategy is required for the entire building is provided.
- ii. The proposed taxi drop-off area on Brunswick Street projects too far out into the carriageway and its design needs further consideration to avoid

potential vehicular conflict and/or disruption of traffic flows. The design of the relatively small (taxi) bay also needs to be reviewed to avoid the risk of taxi's "queuing" along the highway resulting in congestion in close proximity to the Apollo roundabout. There will most likely be the need for a review of the existing waiting & loading restrictions around the site.

iii. The lack of visibility for drivers as vehicles from Polygon Street on to Brunswick Street needs to be addressed through the provision of a 2.4 metre x 60 metre visibility splay. An area of the proposed building fronting Brunswick Street obscures this splay and will therefore create danger for road users. This is particularly problematic as speeds appear higher as vehicles exit off Hyde Rd and manoeuvre onto Brunswick Street. The applicant is requested to undertake a road traffic speed survey of this route and provide this data in order to allow this issue to be considered.

iv. There appears to be a lack of visibility as drivers exit from the car lifts and this issue needs to be addressed.

v. A 14 metre length of missing footway outside the proposed car lifts is not considered to be acceptable and needs to be addressed.

Corporate Property - No comments received.

Head of Regulatory and Enforcement Services - Any approval should be conditioned to secure the submission and approval of a scheme relating to the following:

i Waste Management;

ii. Noise insulation of the building against noise from the surrounding highways and from music from the Apollo Theatre together with any externally mounted equipment and plant within the ground floor areas.

iii. Fume Extraction.

iv. Hours of operation relating to the commercial unit.

v Restrictions of deliveries to 7.30am to 8.00 pm Mondays and Saturdays, with no deliveries or waste collection on Sundays or Bank Holidays.

Head of Regulatory Services (Contaminated Land) - Condition required to ensure the appropriate treatment of land contamination.

Director Of Housing - Expresses concern regarding the low level of car parking and the impact on the surrounding area. The proposed design is considered to be appropriate.

South Manchester Regeneration - The scheme has the potential to create an impressive presence on this major gateway site, one that has been in need of development for a number of years, and generally the proposal is welcomed. Concern is expressed in relation to:

i. Car parking - There is no spare capacity locally for on-street parking which is regulated by a resident parking scheme. The applicant will need to demonstrate they have adequately considered the hotel's parking requirements.

ii, Relationship to future development - It should be noted that the proposed development is adjacent to the Brunswick PFI housing development area, currently the subject of tender evaluation. All three PFI "tenderers" propose a strong retail presence along Polygon Street so we would be keen to establish how the proposed hotel development would contribute to this. Also the scale of the hotel would need to be considered in relation to the scale of any adjacent

proposed residential developments under the PFI scheme in order to create and maintain an appropriate streetscape.

Environment Agency - No objection subject to the development being undertaken in accordance with the submitted Flood Risk Assessment referenced 5202/DM/001/01. This should be related to the development by condition.

GMPT - Due to the low level of proposed car parking the application should be supported with a Travel Plan that can be implemented prior to the occupation of the building and maximises the use of public transport.

Greater Manchester Police - The applicant has already approached GMP for the provision of a Crime Impact Statement. It is recommended that the advice given in the Crime Impact Statement (pages 9-13) be incorporated into the design. Concern is expressed regarding the safety of potential users of the hotel. The hotel is likely to be used by visitors to students of the local universities, therefore making Brunswick Street the logical route between the hotel and Oxford Road. According to the CRA there is a high level of robbery in the area and gang issues in the locality. A monitored CCTV camera should be installed covering the A6-end of Brunswick Street for the safety of pedestrians.

Travel Change Team - The following comments have been received.

- i. There are no proposed dates or timescales of when work will be complete or hotel be first occupied.
- ii. A person needs to be named with contact details who will take responsibility for the travel plan before a coordinator is appointed.
- iii. To effectively measure modal shift of travel patterns a survey needs to be carried out when the hotel opens for business and then again every two years.
- iv. Must state that hotel will also work with MCC Travel Change Team throughout travel planning process.
- v. Number of staff and guests to be involved.
- vi. Staff parking- Will there be car sharing spaces? If so, how many?
- vii. Will discounts be provided to encourage sustainable travel for customers and staff such as salary sacrifice schemes, pool bikes etc.?
- viii. What cycle facilities are to be provided together with changing areas, lockers, cycle racks / shelters?

Issues

Unitary Development Plan - The following City-wide policies are considered to be relevant:

E1.1 -The Council wishes to see substantial reductions in the level of air pollution much of which is caused by vehicles fumes. To achieve this the Council will:-

- a) Promote public transport and cycling and improve conditions for pedestrians;
- b) Discourage the use of the private car for peak time trips to the City Centre and other major employment areas;
- c) Require all major new development to be located where it can be easily served by public transport.

E3.3 - The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

H2.2 - States that the Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council will consider, amongst other things, the scale and appearance of the development, traffic generation and road safety.

S2.1 - The Council recognises the importance of good quality local and convenient shopping facilities within easy reach of people's homes and will seek to ensure that all parts of the City are well provided for and that facilities are accessible to disabled people. New shops to meet local needs will be encouraged where current provision does not adequately meet requirements.

S2.4 - New shopping facilities should not significantly affect the amenities of nearby residential areas particularly through increased traffic congestion, noise and pollution from cars.

S2.5 - The Council will seek to ensure that shopping facilities are of a high standard of design with adequate parking provision and provide a safe and attractive environment for all shoppers.

T1.2 - The Council will encourage the provision of improved bus facilities in the City ranging from new bus priority schemes and interchange facilities, in particular on radial routes into the City Centre, to new or upgraded passenger facilities within the City Centre itself.

T2.6 - The Council will expect adequate car parking provision to be made for disabled people so that they can get easy access both to existing and new facilities in the City.

T3.1 - The Council will ensure that the particular needs of both pedestrians and cyclists are catered for in the design of new developments and new road and public transport schemes.

DC9.1 - The Council will require all new commercial and industrial buildings and the environments in which they are set, including car parking areas, to meet high standards of accessibility for disabled people. This requirement will also apply to development, which involves the adaptation of existing buildings unless practical considerations dictate otherwise.

DC10.1 - In determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises, the Council will have regard to:

- a. the general location of the proposed development, including any reference to the area in other policies in the Plan;
- b. the effect on the amenity of neighbouring residents;
- c. The availability of safe and convenient arrangements for car parking and servicing;
- d. Ease of access for all, including disabled people; and
- e. The storage and collection of refuse and litter.

DC21.1 Development, including the raising of land, will not normally be permitted where it would be at risk from flooding or would unacceptably increase the risk of flooding elsewhere.

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. The effect of new development proposals which are likely to be generators of noise; and

b. The implications of new development being exposed to existing noise sources, which are effectively outside planning control.

Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

Of particular relevance:

Policy 2.7 The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form, which blends in with, and links to, adjacent areas.

Policy 2.13 The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline.

Policy 2.14 It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Policy 2.15 Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Policy 2.18 The corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area.

Policy 2.30 At an early stage, before submitting a planning application, developers should consult with the Council to determine whether a Travel Plan is required in line with PPG13. A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use.

Policy 2.31 Developers should have regard to the impact a new development may have on the local traffic network and on the nature and number of likely movements arising from it.

Policy 4.8 Relating to the incorporating suitable environmental design.

Policy 4.9 Relates to water management and weather resilience and states that developers will be expected to prepare a Flood Risk Assessment for proposals in an area of identified flood risk.

Policies 4.10 and 4.11 Waste Management

Policies 6.6 Parking Guidelines: Relates to the quality, function and appearance of car parking areas, as well as the adequacy and inclusivity of provision.

Policy 8 - Community Safety and Crime Prevention.

Policy 10 - Internal Design Principles and the Provision of space within housing.

Design For Access 2 (DfA2) - The City Council's best practice guidance of inclusive design standards. Whilst the full weight of the Guide can only be applied to land in which the City has an interest, it can be generally related to the consideration of the internal layouts arrangements of access and manoeuvrability and the design of car parking spaces. DfA2 is related to Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

The Regional Spatial Strategy (RSS) for North West England - 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.

Policy DP 1 - Spatial Principles - Identifies the principles underpinning RSS (incorporating RTS). All may be applicable to development management in particular circumstances: promote sustainable communities; promote sustainable economic development; make the best use of existing resources and infrastructure; manage travel demand, reduce the need to travel, and increase accessibility; marry opportunity and need; promote environmental quality; mainstreaming rural issues; reduce emissions and adapt to climate change.

The following principles are considered to be relevant to the proposals:

Policy DP 2 - Promote Sustainable Communities - Building sustainable communities - places where people want to live and work - is a regional priority in both urban and rural areas. Sustainable Communities should, amongst other things, 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.

Policy DP 5 - Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility - Development should be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally. A shift to more sustainable modes of transport for both people and freight should be secured, an integrated approach to managing travel demand should be encouraged, and road safety improved. Safe and sustainable access for all, particularly by public transport, between homes and employment and a range of services and facilities (such as retail, health, education, and leisure) should be promoted, and should influence locational choices and investment decisions.

Policy EM5 - States that development should be design with appropriate mitigation measures into the scheme, for ant development which, exceptionally, must take place in current or future flood risk areas, to ensure it is protected to appropriate standards, provides suitable emergency access under flood conditions, and does not increase the risk of flooding elsewhere.

Planning Policy Statement Note 1 (PPS1): Delivering Sustainable Development - 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. In addition to this PPS1 clearly outlines the importance of creating sustainable communities. This includes how planning should facilitate and promote sustainable patterns of development, avoiding flood risk, accommodating the impacts of climate change and providing expanded policy on planning's contribution to mitigating and adapting to climate change.

Planning Policy Statement Note 3 (PPS3): Housing - Sets out the national planning policy framework for delivering the Government's housing objectives. PPS3 reflects the Government's commitment to improving the affordability and supply of housing in all communities.

Reference is particularly made to paragraph 10 (of PPS3) which states that the planning system should deliver:

- i. High quality housing that is well-designed and built to a high standard;
- ii. A flexible, responsive supply of land - managed in a way that makes efficient and effective use of land, including re-use of previously developed land, where appropriate.

Planning Policy Statement 6: Planning for Town Centres (PPS 6)-
The Government's key objective for town centres is to promote their vitality and viability by:

- i. Planning for the growth and development of existing centres;
- ii. Promoting and enhancing existing centres, by focusing development in such centres and
- iii. Encouraging a wide range of services in a good environment, accessible to all.

PPS 6 states that in considering planning applications for development which include main town centre uses, before development plans can be reviewed to reflect this planning policy statement, local planning authorities should have regard to the policies in this statement as material considerations which may supersede the relevant policies in their development plan.

Furthermore, in assessing development proposals, local planning authorities should require applicants to demonstrate:

- a) the need for development;
- b) that the development is of an appropriate scale;
- c) that there are no more central sites for the development;
- d) that there are no unacceptable impacts on existing centres; and
- e) that locations are accessible.

Planning Policy Guidance 24 - Planning and Noise (PPG24) - Guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities, which generate noise. It explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise.

Planning Policy Statement 25: Development and Flood Risk - The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

In addition, LPAs should in determining planning applications:

- i. Have regard to the policies in this PPS and, as relevant, in the RSS for their region, as material considerations which may supersede the policies in their existing development plan, when considering planning applications for developments in flood risk areas before that plan can be reviewed to reflect this PPS;
- ii. Ensure that planning applications are supported by site-specific flood risk assessments (FRAs) as appropriate;

- iii. Apply the sequential approach (see paras. 14-17) at a site level to minimise risk by directing the most vulnerable development to areas of lowest flood risk, matching vulnerability of land use to flood risk;
- iv. Give priority to the use of SUDS; and
- v. Ensure that all new development in flood risk areas is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed.

Principle of the development - The proposed development has the potential to secure active and sustainable uses for a currently derelict site the development of which is considered to be important to the sustained local regeneration of the local area. As the site is situated on a gateway route into the adjacent City Centre, these regeneration benefits are not only of local importance but may contribute to the further regeneration of the regionally and nationally important City Centre itself.

The scale of the development and the parameters of its siting have been established by the previously approved residential scheme (080508/FO/2006/N2). It is considered that this development has some of the attributes of a residential scheme, although it is recognised that there are differences in the potential intensity of the use and the activity it generates. Consideration has therefore been given to amongst other things, the impact of the scheme on the local environment, including the surrounding highways network.

The consideration of application 080508/FO/2006/N2 also raised issues relating to the impact of locating a noise sensitive residential use in close proximity to an established noise sources, i.e. noise generated by surrounding major roads and the Apollo Theatre. Issues relating to noise and its impact on the current proposals have therefore been given substantial weight together with measures to secure its mitigation and attenuation.

The applicant has related the hotel proposals to the requirements of PPS6 and has submitted an assessment identifying a need for the hotel on the basis of a lack of existing provision and the interest shown in the site by an established hotel operator, i.e. the Wyndham Group. The applicant maintains that the development will improve the overall distribution of hotels without harming existing provision in the City Centre. It is argued that the hotel has the potential to draw its clientele from visitors to the City Centre, the Higher Education Precinct, local hospitals as well as the Apollo Theatre. The application site is also considered to be particularly accessible due to its position in relation to major bus routes and its close proximity to other previously identified locations.

Notwithstanding the comments of South Manchester Regeneration, it should be noted that the proposed (Class A2/B1) commercial office use is limited to 171 sq metres. The previously approved residential scheme (080508/FO/2006/N2) included 428 sq metres of retail, commercial and food and drink uses (Class A1, A2 and A3). It is considered that such a limited amount of commercial floorspace would help to secure an active frontage to the building without harming similar existing uses in the local area or proposed uses, which may emerge as a result of the Brunswick PFI. A condition is recommended which limits the levels of commercial floorspace to 171 sq. metres thereby preventing the intensification of the "secondary" use of the building.

Design - The applicant has altered the elevational design of the previously approved residential scheme (080508/FO/2006/N2) whilst retaining its character in terms of the triangular configuration of the building in response to the geometry of the site and the graduating of the staggered elevations culminating at the principal intersection of the building at the junction of Stockport Road and Brunswick Street. The elevations again comprise of a strong elevational emphasis which contrasts with the tapering height of the building upon the commencement of the 5th floor. The ground floor elevations have been amended to accommodate the respective hotel and commercial uses. The central elevational "band" (between 1st and 4th floors inclusively) acts as a plinth for the glazed elevations to the floors above i.e. up to the 7th floor. As the elevational design has not significantly departed from the approval it is considered that an appropriate relationship to the neighbouring (listed) Apollo Theatre is maintained.

Siting - The proposed siting of the building is considered to be appropriate within the context of the surrounding area, which is characterised by active frontages in close proximity to the back of footpath. The siting of the proposed building is reflective of the building previously occupying the site. It is therefore considered that the proposal reflects the character of built form in the locality and maintains an established and satisfactory relationship to the listed Apollo Theatre.

A distance of between 15 and 25 metres is maintained between the south-west elevation of the proposed building and the existing houses on Polygon Street. It is considered that given the positioning of the proposed terraces on the western and eastern sides of the Polygon Street elevation and the orientation of the existing and proposed windows there should be no undue diminution of residential amenity.

Height - The application relates to an important landmark site and this is reflected in the height, scale and proportions of the building. The applicant has retained highest point of the building at 25 metres as it reaches the intersection of the elevations at the junction of Stockport Road and Brunswick Street, thereby replicating the previous approval. The roof slopes down to 16 metres. This height is considered to be appropriate and necessary in order to give the building presence. It also enhances the setting of the listed Apollo Theatre and the adjacent roundabout at the junction of the major routes of Stockport Road and Hyde Road. A condition has been recommended to ensure the provision and implementation of measures to mitigate against the impact of the development on TV reception.

Scale and Massing - Again the proportions of the previous approval have been retained. The building has been designed to provide strong and striking elevations to each of its street frontage. The initial first five storeys of the building are reflective of the bulk and massing of the neighbouring Apollo Theatre. The introduction of cladding and glazing combined with the graduated increase in height as the building ascends to its triangulated form provides a robust, yet proportionate, corner treatment. In so doing the building effectively presents itself to the streetscene without overwhelming it. The more open, staggered design to Polygon Street has less imposing presence whilst

maintaining visual interest. This elevational treatment is considered to be appropriate given its relationship to residential uses.

Landscaping - Whilst landscaping has been excluded from consideration, the applicants have indicated the potential for "green screen" planting to the ground elevations.

Disabled Access - The submitted Access statement is considered to be satisfactory. The applicant has related to the proposals to Part M of the Building regulations and has provided level access, circulation space and suitable lifts. The Design and Access statement is related to the development by condition, which has a caveat allowing its revision with the prior, written agreement of the LPA. This is to address any amendments, which may be required as a result of the need to comply with the condition to attenuate against flood risk.

Noise - The previous approved residential scheme (080508/FO/2006/N2) was subject to rigorous conditions relating to the insulation of the building against noise from nearby roads and the neighbouring Apollo Theatre. The documents, which formed part of the previous submission, were based on the requirements of PPG24 and have been related to this application. The Head of Regulatory and Enforcement Services is satisfied with this submission subject to the recommended conditions and the suitability of the proposed glazing and the provision of mechanical ventilation which may differ from a hotel rather than a residential use.

Crime and Disorder - A "secured by design" condition has been recommended to address the issues raised in the submitted Crime Impact Statement. Consideration has also been given to the issues raised by the potential additional pedestrian activity in the area, particularly in the light of the comments of GM Police. A condition has therefore been recommended which requires a scheme for the provision, implementation and maintenance of CCTV cameras along Brunswick Street. The cameras are to be linked to the existing system, which monitors the City Centre and its periphery. The applicant has indicated a willingness to incorporate further measures to reduce the risk of crime.

Environmental construction assessment - A condition has been recommended that requires that the development achieve a rating of "Very Good" for the entire development. This rating is considered to be achievable as the submitted BREEAM assessment indicates a "Very Good" rating in respect of the proposed hotel use.

Waste Management - The submitted strategy is related to the development by condition.

Vehicular Access - The concerns of the Head of Engineering Services are related to a condition, which requires the submission and approval of appropriate details.

Impact on the Highways Network - A condition has been recommended to address the reported concerns of the Head of Engineering Services. It is also considered that the effective implementation of a Travel Plan will reduce the use of private vehicles by both staff and guests. A separate condition has been

recommended which will ensure that all necessary works completed prior to the commencement of the authorised uses.

Car Parking - The level of car parking provision, on balance, is considered to be acceptable given local access to public transport and the proximity of the site to the City Centre. The effective implementation of a travel plan for staff, which is related to the development by condition, will also reduce private car usage. The recommended Travel Plan is also required to incorporate measures to encourage guests to use public transport when travelling to and from the hotel. A condition is recommended requiring the approval and implementation of a scheme to manage the available car parking spaces, including the allocation of the spaces between the respective uses and guests and staff. The applicant has indicated that 12 cycle spaces are to be provided. A condition is recommended to ensure their availability prior to the commencement of the use, together with the proposed car parking spaces. The proposed cycle storage is considered to be complementary to the Travel Plan and further discourage private car usage. The applicant is aware of the comments of the Travel Co-ordinator and is willing for these issues to be addressed by condition.

Contaminated land - The required measures are related to the development by a recommended condition thereby addressing the potential concerns of the Head of Regulatory Services.

Flood Risk - The comments of the Environment Agency are related to the development by recommended condition.

Bats - The application relates to a cleared and there are no subsequent issues with bats.

Hours of Working - Given the nature of the hotel use it is not considered appropriate for an hours condition to be applied. An hours condition has been related to the commercial use due to its potential to disturb guests at sensitive times of the night and early morning periods.

Servicing - A condition has been recommended for the submission and approval of a servicing strategy for the entire building at its uses.

Conclusion - The proposal provides an opportunity to develop an prominent but awkwardly configured site. The proposal will complement existing entertainment uses and potentially contribute to the regeneration of the area. It is accepted that the development will have some impact on residential uses, the local highways network and future redevelopment opportunities. However, this has been considered in relation to the general level of activity in the area and the extent to which this additional impact can be mitigated against by condition and the regeneration benefits of the proposals.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the 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 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.

Recommendation APPROVE

In that the development accords with policies: E1.1, E3.3, H2.2, S2.1, S2.4, S2.5, T1.2, T2.6, T3.1, DC9.1, DC10.1, DC21.1, DC26.1 of the Unitary Development Plan for the City of Manchester: Policies: 2.7, 2.13, 2.14, 2.15, 2.18, 2.30, 2.31, 4.8, 4.9, 4.10, 4.11, 6.6, 8, 10 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance; The Regional Spatial Strategy (RSS) for North West England Policies: DP 1, DP 2, DP 5, EM5: Planning Policy Statement Note 1 (PPS1): Delivering Sustainable Development, Planning Policy Statement Note 3 (PPS3): Housing, Planning Policy Statement 6: Planning for Town Centres (PPS 6), Planning Policy Guidance 24, Planning Policy Statement 25: Development and Flood Risk and that the development provides an active and sustainable use for a derelict and prominent site, secures a quality of design, which complements the scale and appearance of the neighbouring listed Apollo Theatre, does not unduly affect residential amenity and any impact can be incorporate into the local environment and highway network and addressed by conditions thereby positively contributing to the social, economic and environmental regeneration of the local area and the City as a whole.

Conditions and/or Reasons

1) Approval of the details of the landscaping of the site (hereinafter called "the reserved matter") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

2) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

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: 355/ H01, H02, H03, H04D, H05A, H06, H07, H08, H09, H10, H11, H12, H13, H14A, H15A, H16 and details of the stacking car lift system (Data Sheet Wohn Parklift 411).

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) 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 H2.2 of the Unitary Development Plan for the City of Manchester.

5) The development is to be undertaken in accordance with the design and access statement referenced 08/566 and received on 21st August 2008, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In order to secure satisfactory disabled access and in the interest of the occupiers of nearby properties in order to comply with Policies H2.2 and DC9 of the Unitary Development Plan for the City of Manchester and Policy 3.1 of The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

6) Before the development commences a scheme for acoustically insulating the residential accommodation against road traffic noise from Stockport Road, Polygon Street and Brunswick Street and music noise from the Apollo Theatre shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the hotel rooms are brought into use

Reason - To secure a reduction in noise from Stockport Road, Polygon Street and Brunswick Street and music noise from the Apollo Theatre in order to protect future guests of the residents from noise nuisance, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

7) Before first occupation of the development the building, together with any externally mounted ancillary equipment and mechanical equipment associated with the operation of the car park shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

8) The car and cycle parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

9) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment 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 H2.1, H2.2, E3.1 and E3.2 of the Unitary Development Plan for the City of Manchester.

10) Before development commences, the internal car park area shall be ventilated in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - In the interests of public health and to ensure satisfactory conditions within the car parking area pursuant to policies H2.2 and DC26.1 of the Unitary Development Plan for the City of Manchester.

11) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of "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 - 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.

12) 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 H2.2 of the Unitary Development Plan for the City of Manchester.

13) Those part of the premises with permission for Class A2 and B1 (office) uses shall not be open outside the following hours, unless otherwise agreed in writing by the City Council as Local Planning Authority:-

* Monday to Saturday 8:00am to 6:00pm

* Sunday and Bank Holidays 8:00am to 6:00pm.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the adopted UDP.

14) Before the development commences a schedule of proposed servicing arrangements relating to the Hotel (Class C1) and offices (Class A2/B1) to be undertaken within the site shall be submitted to and approved in writing by the

City Council as local planning authority. This schedule shall ensure that no loading or unloading shall be carried out after 8.00p.m. Saturdays or before 7.30a.m. Sundays. Loading and unloading shall be restricted to the period between 11.00a.m. and 5.00p.m. daily. The schedule shall be implemented in full unless otherwise approved in writing.

Reason

In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

15) 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".

16) Details of a Travel Plan with the objective of reducing journeys by private vehicles and encouraging guests, customers and staff to walk or use public transport and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority within 12 months of the commencement of the use. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In the interests of residential amenity and to promote measures to promote alternatives to the use of private transport pursuant to Policy H2.2 of the Unitary Development Plan and Policy 2.30 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance.

17) The development is to be undertaken in accordance with the waste management strategy received on -2008, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan and policy 4.11 of the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

18) The details of an emergency telephone contact number for construction site manager shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

19) 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 H2.2 of the Unitary Development Plan for the City of Manchester.

20) 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) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above 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 (OFCOM) and shall include an assessment of the survey results obtained.

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

21) No development shall take place until details of the formation lay-bys adjacent to the Polygon Street boundary to the site, associated highways works and the provision of pedestrian visibility splays at the proposed vehicular exit

points to the residential car parking areas, have been submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interests of pedestrian and highway safety pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester.

22) The development hereby permitted shall only be undertaken in accordance with the submitted Flood Risk Assessment referenced 5202/DM/001/01 and the implementation of the following mitigation measures before the first occupation of the authorised building:

- i. The identification and provision of a safe route(s) into and out of the site to an appropriate safe haven;
- ii. Flood proofing measures detailed on pages 15 to 18 inclusively in the Flood Risk Assessment referenced 5202/DM/001/01;
- iii. Finished floor level to be set no lower than 150mm above existing ground levels.

Reason - In order to ensure safe access and egress to and from the site and reduce the impact of flooding on the proposed development and its future occupants pursuant to policy DC21 of the Unitary Development Plan, Policy 4.8 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance and PPS25.

23) Any dining or bar facilities associated with the hotel (Class C1) use hereby authorised shall only be used by guests and staff of the restaurant and shall not be made available for use by the general public.

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

24) Before the development commences a scheme shall be submitted to and approved by the City Council as local planning authority relating to the provision, monitoring and maintenance of CCTV cameras along Brunswick Street which shall be fully implemented prior to the commencement of the authorised use unless otherwise agreed in writing.

Reason - In the interest of pedestrian safety pursuant to policy E3.5 of the Unitary Development Plan for the City of Manchester.

25) No development shall take place until details of any off-site works associated with the authorised development have been approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interests of pedestrian and highway safety pursuant to policy E3.5 of the Unitary Development Plan for the City of Manchester.

26) The proposed Class A1/B2 commercial office floorspace shall be limited to the area as identified on the approved drawing 355/H04D.

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

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: 087512/OO/2008/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Dave Taylor, Crime Reduction Officer
Chief Executive's Landscape Practice Group
Engineering Services
Corporate Property
Environmental Health
Contaminated Land Section
Director Of Housing
Environment & Operations (Highway Authority)
South Manchester Regeneration
Environment Agency
GMPTE
Greater Manchester Police
Travel Change Team
South Manchester Regeneration
Forward Planning
Vicktek, 52 Ardwick Green South, Manchester, M13 9XF
12 Stockport Road, Manchester, M12 6AN
1 Gotha Walk, Manchester, M13 9RX
3 Gotha Walk, Manchester, M13 9RX
5 Gotha Walk, Manchester, M13 9RX
7 Gotha Walk, Manchester, M13 9RX
10 Polygon Street, Manchester, M13 9SG
9 Gotha Walk, Manchester, M13 9RX
8 Polygon Street, Manchester, M13 9SG
6 Polygon Street, Manchester, M13 9SG
19 Brunswick Street, Manchester, M13 9SU
17 Brunswick Street, Manchester, M13 9SU
4 Polygon Street, Manchester, M13 9SG
2 Polygon Street, Manchester, M13 9SG
14 Stockport Road, Manchester, M12 6AN
16 Stockport Road, Manchester, M12 6AN
Carling Apollo, Stockport Road, Manchester, M12 6AP
The Apsley Cottage, Apsley Grove, Manchester, M12 6AW
Panache Autogas Systems & Ardenmain Ltd, Panache House, 14 Hyde Road,
Manchester, M12 6BW

Panache Motor Co, Panache House, 14 Hyde Road, Manchester, M12 6BW
Total Furniture, 3-9, Hyde Road, Manchester, M12 6BQ
21 Brunswick Street, Manchester, M13 9SU
Primary Care Trust, Wadeson Road, Manchester, M13 9UJ
Howard J Mellor & Associates, Wadeson Road, Manchester, M13 9UJ
Tesco Express, Ardwick Green South, Manchester, M13 9XF

Representations were received from the following third parties:

Dave Taylor, Crime Reduction Officer
Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Contaminated Land Section
Director Of Housing
South Manchester Regeneration
Environment Agency
GMPTE
Greater Manchester Police
Travel Change Team
South Manchester Regeneration

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4530
Email : c.glennon@manchester.gov.uk