

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
091878/FO/2009/N2	3rd Dec 2009	11th Feb 2010	Ardwick Ward

**Proposal** Erection of part 6, part 5, part 3 storey 100 bedroom hotel (3100 sqm) with roof top plant and equipment, single storey projecting extension to form entrance lobby and servicing area, vehicular access arrangements from Upper Brook Street, car parking areas for 60 cars (including 4 accessible spaces) and associated landscaping, boundary treatments and external lighting to car park following demolition of existing 2 storey office building and workshops

**Location** Land Within And Adjacent To, 227 Upper Brook Street, Ardwick, Manchester, M13 0HB,

**Applicant** Braidwater Ltd, 2 Paramount Business Park, Wilson Road, Huyton, Knowsley, L36 6AW

**Agent** , Pozzoni LLP Architects & Designers, Woodville House, 2 Woodville Road, Altrincham, Cheshire, WA14 2FH

### **Description**

The application site has an `L-shaped' configuration with an access from both Upper Brook Street (to the south-west) and Hyde Grove (to the north-west). Existing uses surrounding the site comprise of:

- i. North-west - Single storey flat roof buildings relating to the National Blood Service (NBS) centre, which are accessed from Hyde Grove. (The ambulance service also has an operational centre adjacent to the northern boundaries of the NBS site);
- ii. North-east - Two, 3 to 5 storey residential blocks of accommodation for students;
- iii. South-east - The Armenian Church and its associated car parking, which abuts the southern boundary of the application site. 2-storey semi-detached villas with long rear gardens are situated also along the southern boundary of the site (at 28 to 34 Swinton Grove).

The west side of Upper Brook Street, directly opposite the site, is included within the extensive Manchester Royal Infirmary redevelopment site which incorporates new hospital and care facilities (including the new Manchester Childrens Hospital) research and education facilities and associated car parking.

The land and buildings comprising the application site are also known as Rosgal House, have historically been used in connection with industrial uses with associated offices. The commencement of the industrial use of the site predates planning records dating back to 1965.

The proposed building also has an 'L-shaped' configuration forming a 22.7 metre wide frontage to Upper Brook Street with its linear element projecting into the site by 50.3 metres where adjacent to the north-west boundary with the NBS centre. The ground floor is juxtapositioned to the buildings upper floors, i.e. the ground floor is positioned 0.4 metres from the north-west boundary and 7 metres from the south-east boundary, whereas the upper floors are 3 metres and 0.2 metres from the same boundaries. The main body of the building then rises above the ground floor element to a height of 6 storeys (i.e., 19 metres excluding plant) and is set back from the site boundary with the highway by 8 metres.

The proposed building consists of interlinked, flat roofed blocks of one, three, five and six storeys. The initial 6 storey element of the building has a depth of 12.2 metres where positioned 0.2 metres from the south-east boundary. The building is then drawn away from the south-east boundary by 8 metres; this distance is retained as the building project rearwards by 34.5 metres.

The respective north-west and south-east elevations have a staggered height as the building moves from south-west and north-east, i.e., 6 storeys (19 metres) are maintained to a depth of 24.8 metres, 5 storeys (16.2 metres) and 3 storeys (10.5 metres) have a depth of 6.5 metres. The ground floor element wraps around the south-west and north-west elevations and has consistent height of 4.4 metres.

The proposed elevational design consists of:

South-west elevation (to Upper Brook Street) -

- i. An extensive glazed ground floor elevation with aluminium frames and dark fascia and pilasters. The glazed elevation is relieved by a chamfered (angled) main entrance comprising of sliding doors in a stone frame.
- ii. At the first to fifth floor level 'off-set' rectangular windows are proposed in horizontal formation set in a repeated composition of rectangular panels.

South-east elevation -

- i. The ground floor incorporates the side elevation of the reception area and the open area relating to the car parking and servicing areas, which are demarcated by columns supporting the upper floors.
- ii. The elevation has a background composition of grey render, which is relieved by the staggered rhythm of the roof and the articulation of its elevations.
- iii. The elevation is further punctuated by the use of graduated grey panelling to the 6-storey element of the building and adjacent louvered smoke vents to each floor. The verticality of the windows is emphasised by the setting in contrasting blue render. To avoid undue overlooking of neighbouring residential properties and gardens, blue coloured, translucent polycarbonate panels are proposed and are to be affixed to each of the proposed windows by a projecting steel framework. Screening to the roof plant is located on the roof at the fifth floor level of the building and is potentially visible from the north, east and south of the site.

North-west elevation - Mirrors the design of the south-east elevation. However, it differs in terms of the inclusion of additional vertical columns of rectangular windows and the exclusion of polycarbonate screening.

North-east elevation - Includes grey render articulated by the various changes to the roof height and recesses to the elevations, together with the vertical configuration of smoke vents to each floor.

Internally, the development consist of a 100 bed room hotel over 5 storeys above ground level. The hotel would provide the following mix of room types: 75 % double rooms; 20 % family rooms and 5% accessible rooms.

Each floor comprises of:

- i. Ground floor - Main entrance and reception area, residents bar /café (66 covers), kitchen, office, staff welfare facilities, an accessible WC, service areas and plant rooms.
- ii. 1st and 2nd Floors (constructed up to 3-storeys) - 19 double rooms, 5 family rooms, 1 x accessible rooms and 1 linen room.
- iii. 3rd and 4th Floors (constructed up to 5-storeys) - 7 double rooms, 4 family rooms, 1 x accessible rooms and 1 linen room.

The upper floors incorporate 1500 mm wide corridors providing access to each bedroom and linen room. Plant relating to the lift block is situated on the roof to the 6-storey block, with air conditioning plant screened in an equipment compound on the roof to the five storey element. A stairwell and lift block is situated adjacent to the southern elevation of the building, serving each floor. A secondary stairwell and lift block is situated adjacent to the proposed accessible parking spaces.

The front of the building incorporates a hard surfaced forecourt area and landscaping adjacent to the main entrance, thereby securing a separate pedestrian access to the building. Vehicular access is taken from Upper Brook Street only with egress taken from Hyde Grove. An underpass is formed by the upper floors as they `over-sail' the ground floor element thereby covering the internal road servicing the rear car park.

The proposed car park provides 60 external car parking spaces (4 of which are to be accessible to disabled people), 3 motorcycle spaces and secure storage for 10 bicycles. The accessible car parking spaces and cycle and motorcycle parking takes place beneath the rear covered area, together with servicing and deliveries. The main surface car parking is configured in columns separated by circulation routes. An electricity sub-station and bin store are located with the car park, in the north east corner of the site adjacent to the vehicular egress point.

The applicants have identified `Travelodge' as the intended hotel operator.

### **Consultations**

**Local Residents** - No comments received.

**National Blood Service (NBS)** - One has been received from the NBS, which occupies a neighbouring site. The grounds for objection are summarised below:

- i. The existing entrance to the NBS site via Hyde Grove is already congested with cars parked on the highway. Any additional activity associated with the uses will restrict access to the NBS site.
- ii. The NBS provide an emergency service, as well as a blood processing facility, for the north-west region, which operates on a 24 hour basis. The noise associated with the processes and transport movement will not relate well to a hotel, in terms of potential disturbance to guests thereby raising concerns regarding potential conflicts between the proposed and existing uses.

**Head of Highway Services** - Broadly there are no highway objections to the proposals, based on the submitted plans, which include:

- i. The gated access to the car park is suitably set back from the highway with capacity for up to three family cars to wait simultaneously.
- ii. The one-way routing of vehicles will help prevent conflicts within the car park.
- iii. Servicing vehicles use the same route as private cars, to the drop-off point close to the hotel back-of-house. The bin stores are located on Hyde Grove, which appears remote from the main building.
- iv. Disabled parking provision is appropriate and a secure cycle store has been included.
- v. Adjustments to the interface with the adopted highway will need to be carried out in liaison with Environment on Call.

**Head of Regulatory and Enforcement Services (Environmental Health)** - Any planning permission should be conditioned to ensure the following:

- i. Deliveries, servicing and collections, including waste collections shall only take place outside the following hours: 7.30 am to 8.00 pm, Monday to Saturday with no deliveries or waste collections on Sundays and Bank Holidays.
- ii. Measures to ensure the appropriate extraction of fumes and vapours.
- iii. The design of external lighting to control glare and overspill.
- iv. A scheme for the acoustic insulation of the proposed hotel accommodation.
- v. A scheme for the acoustic insulation of any externally mounted equipment.
- vi. A scheme for the collection and storage of waste material.
- vii. Wheel washing of all vehicles entering and leaving the site during the construction of the hotel.

**Head of Regulatory and Enforcement Services (Contaminated Land Section)** - A condition is recommended to address issues relating to land contamination.

**South Manchester Regeneration** - No objection.

**Design for Security (Greater Manchester Police)** - Within the submitted Crime Impact Statement the applicants were advised of a number of issues that will need to be addressed if 'Secured by Design' accreditation is to be achieved. A condition should be attached to any planning permission to ensure that such accreditation is achieved. The applicants have revised the car parking provision to include automatic gates to both the entrance and exit to the car park, which is welcomed along with other external amendments to the elevations of the building.

**Greater Manchester Ecology Unit (GMEU)** - The submitted ecological assessment found no evidence of bats. As a precautionary measure a condition is recommended to ensure that, prior to main demolition, fascia boards and soffits are removed under the supervision of a bat consultant. A further condition is recommended to ensure that low walls forming part of the landscaping scheme are fully implemented as they will encourage black restarts (birds) to the site.

**Travel Change Team** - The detail of the travel plan is considered to be acceptable but should be supplemented with provision of secure cycle parking. The impact of the 'Cross City Bus' proposal should also be considered within the 'Public Access' section of the submitted travel plan. The travel plan should also be reviewed every 2 years.

### Issues

**Unitary Development Plan** - The following policies are relevant:

Part 1 Policies:

Policy E1.5 - The Council will contribute towards energy conservation by:-

- a) ensuring where practicable that new major development is located where it can be easily served by public transport; and
- b) encouraging high standards of energy efficiency in new development.

Policy 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.

Policy E3.5 - The Council will promote measures, which will lead to a safer environment for all people living in and using the City. These measures will include:-

- a) ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;

- b) designing landscaping schemes so as to minimise the risk of attack;
- c) that community facilities are located where they are easy and safe to get to;
- d) providing safe places for children to play;
- e) improving road safety.

E3.6 Seeks to improve conditions for pedestrians and upgrade public spaces.

Policy 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 and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy 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.

Policy T3.9 - The following broad hierarchy of road users will be used in assessing schemes and policies with significant transport implications:

- i) pedestrians and disabled people;
- ii) cyclists;
- iii) public transport;
- iv) access (commercial);
- v) general traffic (off-peak);
- vi) general traffic (peak).

In all circumstances, the aim will be to cater for the needs of people who use an area, rather than those who are just passing through.

## Part 2 Policies

AB1 General Policy - In deciding its attitudes to proposals within Ardwick, Brunswick and West Gorton the Council will have regard to the general policies in Part 1 of the Plan in order to:

- a. improve the area as a place to live by seeking to upgrade the housing stock, by the enhancement of communal areas and by improvements designed to make people feel safe in their environment and by promoting improvements to shopping facilities;

b. revitalise the local economy and improve the accessibility to local people to existing and newly created jobs both locally and in the wider context of the City as a whole;

c. increase the attractiveness of the local environment, particularly around people's homes.

Policy 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.

Policy DC26.2 - New noise-sensitive developments (including large-scale changes of use of existing land or buildings) will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced

Policy DC26.4 - Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the proposed measures proposed to deal satisfactorily with it

Policy DC26.5 - The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

**Guide to Development in Manchester: 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.

The following policies are of particular relevance:

Policy 2.3 - Recognises that different parts of the City, its neighbourhoods and streets have distinct or individual characters, which should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area.

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 2.21 - For the foreseeable future, major commercial, leisure and residential developments will have significant car parking demands. The location, design and treatment of these areas could have a major impact on the street scene and will need to be carefully considered.

Policy 2.25 - Streets should be designed for people to use.

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 2.57 - The size, appearance, location and means of access to waste storage areas should be integrated into the design of developments from the outset. These areas should be of a sufficient size to accommodate the different containers to allow for segregated refuse and waste storage and recycling and should be sensitively sited to avoid a detrimental visual impact and poor residential amenity.

Policy 4.4 - Developers will be expected to submit a statement on how their proposal will achieve the environmental standards set out in the SPD. This statement will be seen as an addition to the Design and Access Statement referred to in Government Circular 1/2006 and described in greater detail in paragraph 13.9 of this document. This additional Environmental Standards Statement will be required for all planning applications. It will clearly assist in demonstrating how the planning policy context has affected the development of the site as required in the process of producing the Design and Access Statement.

Policy 4.8 - To demonstrate energy efficiency in non-residential developments, the City Council would encourage developers to use the Building Research Establishment Environmental Assessment Method (BREEAM) which is used to assess environmental performance. Developments should be achieving a design and post-construction rating of "very good." However, using alternative modelling tools

that enable the developer to exceed the requirements of BREEAM is also encouraged.

Policies 4.10 and 4.11 - Outline the requirements for waste management.

Policies 6.2; 6.3 - Relates to the quality, function and appearance of car parking areas, as well as the adequacy and inclusivity of provision.

Policy 8 - Promotes community safety and crime prevention and requires that applicants demonstrate how crime prevention measures have been incorporated into schemes in order to contribute towards safer environments.

**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 and 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 3 - Promote Sustainable Economic Development - It is a fundamental principle of this Strategy to seek to improve productivity, and to close the gap in economic performance between the North West and other parts of the UK. Sustainable economic growth should be supported and promoted, and so should reductions of economic, environmental, education, health and other social inequalities between different parts of the North West, within the sub-regions, and at local level.

Policy DP 4 - Make the Best Use of Existing Resources and Infrastructure - Priority should be given to developments in locations consistent with the regional and sub-

regional spatial frameworks which: build upon existing concentrations of activities and existing infrastructure; do not require major investment in new infrastructure. Development should accord with the following sequential approach: first, using existing buildings (including conversion) within settlements, and previously developed land within settlements; second, using other suitable infill opportunities within settlements, where compatible with other RSS policies; third, the development of other land where this is well-located in relation to housing ,jobs, other services and infrastructure.

Policy W6 - States that plans, strategies and schemes should seek to deliver improved economic growth and the quality of life, through sustainable tourism activity in the North West and focused upon a number of areas, including Manchester as a regional centre.

Policy W7 -States that plans and strategies should ensure high quality, environmentally sensitive and well designed tourist attractions, and infrastructure and hospitality services.

**Planning Policy Statement 1: 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.

The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

**Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS 4)** - PPS4 was issued on 29th December 2009 and is relevant to the proposed development since it relates to a town centre use, within a site that lies outside an existing centre without an allocation for a hotel use.

PPS4 is relevant to those forms of development (other than housing development) that provides employment opportunities, generates wealth or produces or generates an economic output or product. Policy EC14.3 (of PPS4) states that a sequential assessment (under EC15) is required for planning applications for main town centres uses that are not in an existing centre and are not in accordance with an up to date development plan. Policy EC14.7 states that assessments of impacts are required and should focus in particular on the first 5 years after the implementation of a proposal and the level of detail and type of evidence and analysis required in impact assessments should be proportionate to the scale and nature of the proposal and its likely impact.

**Planning Policy Guidance 13 (PPG13): Transport** - Seeks to integrate planning and transport at the national, regional, strategic and local level to:

- i. promote more sustainable transport choices for both people and for moving freight;

- ii. promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- iii. reduce the need to travel, especially by car.

The following paragraphs of PPG 13 are considered to be relevant to the proposed development:

- a. Paragraph 23 - . Where developments will have significant transport implications, Transport Assessments should be prepared and submitted alongside the relevant planning applications for development with its coverage reflecting the scale of development and its transport implications.
- b. Paragraph 24 - Transport assessments enable local planning authorities better to assess the application.
- c. Paragraph 37 - In considering developments involving leisure, tourism and recreation, which generate large amounts of travel, the local planning authority should consider:
  - i. The extent to which the proposal needs to be in the proposed location;
  - ii. The scale, layout, parking and access arrangements; and
  - iii. Measures to increase access to the site by sustainable transport modes, and the use of traffic management and appropriate parking policies near to the site.
- d. Paragraph 88 - Travel plans should used to deliver of the following sustainable transport objectives:
  - i. Reductions in car usage and increased use of public transport, walking and cycling; and
  - ii. Reduction in traffic speeds, improved road safety and personal security particularly for pedestrians and cyclists.

**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.

**Principle** - The proposed development will bring a currently vacant and previously developed site back into active and sustainable use. It is considered that the proposed development presents an opportunity to remove the potential for the site for industrial purposes, thereby securing a form of development which relates more appropriately to existing residential uses and the emerging development within the

area. Such an opportunity would positively contribute to the social and economic regeneration of, not just the local area but also, the city and the wider region.

The applicants have identified potential demand for hotel accommodation from people visiting the city for recreational purposes and on business connected with the nearby university and hospital campuses. The applicants are particularly keen to provide accommodation for family and friends of patients at local hospitals, particular the Manchester Childrens Hospital. The applicants have also indicated that the development will also provide local employment opportunities for local people.

The introduction of `Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS 4) has changed the way in which LPA's considered the way in which town centre uses, such as hotels, are considered. PPS4 came into effect after the submission of this planning application and was not accompanied by a statement relating to the suitability of the location of the proposed use. Notwithstanding the above, the proposed development has been related to PPS 4 and it is apparent that the site is in an `out of centre' location. It should be stressed that the surrounding area is characterised by scale and magnitude of development and associated activity that makes it comparable to, at least, an edge of centre location, which is capable of generating sufficient demand to sustain the proposed hotel use.

The following analysis considers the relationship of the development to surrounding land uses and the wider character of the area. This includes the consideration of the impact of the visual appearance of the building, as well as noise and activity associated with the proposed use.

**Height, scale and massing** - Whilst the height of the building is significantly higher than those to the north-west and the south-east of the site, it should be noted that, over time, the area has become characterised by a range of building heights. This can be seen along Upper Brook Street with the development of Nick Everton House to the north of the site and the existing student accommodation on Hyde Grove. It is also considered that the height of the building appropriately relates to the emerging hospital development and secures a more cohesive relationship to between sides of Upper Brook Street and thereby reaffirms the importance of this section of highway as a radial route to the City Centre.

The reduction in the height through the repeated `stepping' of the building, reduces its bulk and massing and reduces its physical presence where it is mostly closely related to residential uses. These measures, when considered in conjunction with the siting of the proposed building, ensure that the development does not have an unacceptably overbearing impact on neighbouring residential uses.

**Siting** - Despite the size of the footprint of the proposed building, it should be noted that the siting of a car parks and substantial rear gardens along the south-east boundary of the site, provide a clear minimum demarcation of 23.8 metres between the proposed building and the nearest neighbouring building, i.e. the Armenian Church. The relationship of the development to residential uses is further defined by maintaining a minimum distance of 19 metres to properties to the common boundary to the flats to the north-east of the development site. The incorporation of a forecourt

area and landscaped service road and car park provide the proposed building with an appropriate setting.

**BREEAM and sustainable design** – The applicants have indicated that the development can achieve a BREEAM rating of 'Good'. Whilst such a rating is lower than would be lower that would be usually anticipated, it is the case that the applicants are actively pursuing further measures that will improve the environmental performance of the building and its operation. Although these measures may fall outside the usual BREEAM assessment, it is considered that they will make a valid contribution to the sustainability of the development. Details of the applicants further submission will be reported to Committee.

**Design** - The applicants have used the geometric form of the proposed building to inform the elevational design of the Upper Brook Street elevation through the juxtapositions and repeated exposition of linear and horizontal rectangular patterns. This level of detail contrasts with the extensive use of render to be used in the remaining elevations. However, visual cohesion is secured through the verticality and grouping of window openings and the relief offered by the contrasting introduction of colour through the incorporation of cladding, louvered vents and polycarbonate windows screens. This approach ensures that the development is positively related to the streetscene, the adjacent radial route and the emerging and existing development on the opposite side of Upper Brook Street. The applicants have submitted details of proposed materials which demonstrate that the proposed elevational design can be realised and are related to the development by condition.

**Overlooking** - The proposed north-east elevation does not incorporate bedroom windows and therefore the residents of the adjacent student accommodation along Hyde Grove will not face additional loss of privacy or overlooking as a result of the development. The relationship of hotel windows to habitable rooms to houses along Swinton Grove was a concern. So to, was the potential impact the positioning of bedroom windows may have on the redevelopment potential of the adjacent car park to the Armenian Church. In order to overcome these concerns the applicant has proposed polycarbonate screens to the bedroom windows on the south-east elevation. These screens project from the elevation to allow natural ventilation to the hotel rooms.

The incorporation of visual shields is considered to be an appropriate means of ensuring that neighbouring residential windows and gardens are not unduly overlooked. The recommended condition will ensure that these screens remain in-situ whilst the use is undertaken.

**Affect on daylight** - The applicants have submitted a 'right to light' survey, which concludes that there may be some, but not significant, loss of light to windows along Swinton Grove. Given the orientation of the building, its staggered height and an assessment of sunlight movement, it is not considered that the development will have an undue impact on residential uses to either the south-east or north-east of the site.

**Disabled Access** - The City Council has no landownership in any part of the site and therefore the full weight of 'Design for Access 2' cannot be applied in this case. However, the development still includes:

- i. Level access to the main entrance to the building with a canopy over with sensor to doors;
- ii. Corridor width and door openings to allow access by a wheel chair user;
- iii. Two lifts that is accessible to wheel chair users;
- iv. Demarcated refuse points within stairwells for disabled people.

On balance it is considered that these arrangements are acceptable.

**Secured by Design** - The applicants have confirmed that the secondary access from the stairwell exiting to the rear service area is to be only used for emergency and access and egress to the building. The addresses concern that this access point would be used thereby providing a means of unauthorised access to the building. A condition restricting the use of this rear access is recommended.

A further condition is recommended which will ensure the implementation of the security measures designed into the development, whilst ensuring that the outstanding concern of 'Design for Security' (GM Police) are fully addressed. This approach will also ensure that 'Secured by Design' accreditation is achieved.

**Vehicular and Pedestrian Access** - with the route through the site demarcated to indicate the direction of vehicle circulation and egress from the site and onto Hyde Grove, Egress is prevented from Upper Brook Street by the installation of vehicle restrictors ('dragons teeth') and similarly access from Hyde Grove is restricted an intercom and gate controls from Hyde Grove.

**Traffic Management and car parking** - The proposed arrangements for the access and egress of cars and their movement within the site have been considered in relation to the objection of neighbouring land users. The Head of Highway Services is satisfied that the details of the transport statement and the site layout drawings secure restrictive access and egress arrangements which will allow the flow of traffic though the site to be managed, thereby minimising the impact of the development on the local highway network.

Given the proximity of the site to the City Centre and its access to public transport, it is considered that the proposed level of car parking is appropriate. In order to further reduce the need for private car usage a condition is recommended, which relates the development to the submitted travel plan and includes arrangements for its implementation, monitoring and review.

**Noise** - The development will increase activity in and around the site. However, this activity will be undertaken within an area with significant vehicular and pedestrian activity throughout the day and into the late evening period. The adjacent NBS Centre operates on a 24 hour basis and currently generates a degree of activity, which is currently experienced by residents of Hyde Grove. It is not considered that the additional noise and activity attributable to the development would significantly change these circumstances to the detriment of residential amenity. A condition is recommended which prevents the use of roof areas as ancillary amenity space for

residents, thereby removing a potential source of noise disturbance. Conditions are also recommended relating to the submission, approval and implementation of measures to insulate the hotel rooms and any external mounted equipment against noise. A further condition is recommended to prevent the external transmission of amplified music or public address systems.

**Fume Extraction** - A condition is recommended to ensure that any extraction systems are submitted for approval prior to their installation together with details for their future maintenance.

**External lighting** - The lighting to the car parking area is essential to site security. The submitted scheme incorporates low-level lighting, which reduces its potential impact on neighbouring residential uses. Full details of the siting and specification of the proposed lighting are required by a recommended condition to be discharged prior to the commencement of the development. Any glare from this light source will be attenuated by 2.1 metre high walls along the shared boundaries with neighbouring residential uses. The lighting scheme is related to the development by a recommended condition.

**Landscaping** - The site is extensively covered by the footprint of the building and is associated car parking. However, the applicant has incorporated both hard and soft landscaping, which is designed to complement elevational design of the proposed building and reduce geometry formation of the building. Landscaping is related to the development by a condition, which also requires the approval and implementation of a maintenance scheme.

**TV Reception** - As the proposed building is over 5 storey and enclose proximity to residential uses, a television reception survey condition is recommended to ensure that the development does not undermine existing reception following the implementation of the development.

**Public Facilities** - A condition is recommended, which ensures that the proposed hotel bar and dining facilities are only used by guests and staff and shall not be available to members of the public and no part of the hotel shall used for conferences, private parties, meetings or exhibitions without the written consent of the local planning authority.

**Opening Hours** - Given the nature of the development, a condition restricting the opening hours of the proposed development is not appropriate. However, to safeguard residential amenity a condition is recommended, which reflects the comments of the Head of Regulatory and Enforcement Services and limits the time when deliveries and servicing can be undertaken.

**Contaminated Land** - The applicants have sought to respond to the requirements of the Contaminated Land Section during the life of the application. However, in order to ensure that the required mitigation works are related to the development a standard condition is recommended for those circumstances where land contamination is known to exist.

**Ecological Assessment** - The applicants submitted statement concluded that Rosgal House provides only minor opportunities for bat roosts and the demolition of the building will not result in a potential loss of habitats. However, it is noted that the survey was undertaken during a bats seasonal hibernation. In accordance with the comments of the GMEU it is recommended that a further survey is undertaken prior to the commencement of demolition; these requirements are related to the development by condition. The landscaping is related to the development by condition thereby providing a potential habitat for black redstarts.

**Elevation design of associated buildings** - The submitted drawings indicate the proposed footprint of the cycle store, bin store and electricity sub station. Whilst this has allowed the scale of these structures to be assessed, it is considered that a condition is required to ensure that fully elevation details are submitted and approved to ensure an appropriate relationship to the substantive development. The elevational detail of the bin store will need to be related to the required waste management strategy and associated drawings. A condition is recommended to ensure the submission and approval of drawings detailing the elevational design of the above, which shall be made available for use prior to the first occupation of the building.

**Boundary Treatment** - Whilst the proposed boundary treatment is considered to be acceptable, there is concern regarding the use of boarded fencing adjacent to the elevation of the NBS building adjacent to the car park. The applicants have been asked to review this section of the boundary treatment and further details will be reported.

**Conclusion** - It is considered that the development provides an active use for the site, which is well related and contributes positively to the existing and emerging development in the area.

**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**

on the basis that the proposal is in accord with the City Council's Unitary Development Plan in particular policies E1.5, E3.3, E3.5, E3.6, H2.2, T2.6, T3.9, AB1, DC26.1, DC26.2, DC26.4, DC26.5 and other material considerations of weight including Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance policies: 2.3, 2.7, 2.13, 2.14, 2.15, 2.21, 2.25, 2.30, 2.31, 2.57, 4.4, 4.8, 4.10, 4.11, 6.2, 6.3, 8; RSS policy Policies: DP1, DP2, DP3, DP4, W6, W7; PPS1, PPS4, PPG13, PPG24 and in that the development ensures an active use for a site, which compliments emerging development in the area and be appropriately related to neighbouring residential uses, it will provide hotel accommodation for those visiting the city, particularly nearby hospital and university campuses, it will provide a quality of design that will relate positively to the streetscene, a major radial route to the City Centre and emerging and existing and emerging development along Upper Brook Street and provide a potential source of local employment and thereby positively contribute to the economic and social sustainability of the area, as well as the continuing regeneration of the locality and the City as a whole.

### **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) 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: P2846/101; P2846/102/REVC; P2846/103/REVB; P2846/104/REVB; P2846/105/REVC; P2846/106/REVB; P2846/107; P2846/108/REVB; P2846/109; 2009/C/002/P2; 24420/09/ME904/P1; 09119 dated 1 December 2009; Hotel Development, Upper Brook Street, Transport Statement (JMP Consultants Report No. NW90096.002, 26-11-2009) dated 1 December 2009; Hotel Development, Upper Brook Street, Framework Travel Plan (JMP Consultants Report No. NW90096.004, 26-11-2009) dated 1 December 2009; Landscaping scheme: 09119 dated 1 December 2009.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy E3.5, H2.2 and T2.6 of the Manchester Unitary Development Plan.

3) The development hereby approved shall be undertaken in accordance with the schedule of materials and colours referenced SPM/BB/P2846/P and received on 15th January 2009 relating to the samples and specifications of all materials to be used on all external elevations of the development. 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 E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester.

4) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied together with measures to control access and egress to the site and movement within it, including gates, directional signage and vehicle movement restrictors across the access to the site . The car park shall then be available at all times and the authorised traffic management measures shall remain in place whilst the authorised use is undertaken.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies E3.5, H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

5) 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.

6) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Upper Brook Street and Hyde Grove 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 dwelling units are occupied.

Reason - To secure a reduction in noise from Upper Brook Street and Hyde Grove in order to protect future 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, 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) No development shall commence until a scheme for the storage (including segregated waste recycling) which includes details of the arrangements to remove waste material from the site has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be

implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan and policies 2.57 and 4.11 of the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

9) 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.

10) No loading or unloading shall be carried out including deliveries, servicing and the removal of waste material on the site outside the hours of:

Monday to Saturday 7.30 am to 8.00 pm.

No deliveries or waste collections shall take place on Sundays and Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with Policy H2.2 in accordance with the Unitary Development plan for the City of Manchester.

11) 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".

12) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) 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).

In the event of the Preliminary Risk Assessment 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) 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 shall be carried out, before the development commences and 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 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, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is 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, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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 E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester.

13) The details of an emergency telephone contact number for the 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.

14) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing ref 091119 dated 1 December 2009, shall be implemented not later than 12 months from the date of commencement of works. 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 agreed 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 E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester.

15) Before the redevelopment commences a scheme for the future maintenance of hard and soft landscaping shall be submitted to and approved in writing by the City Council as local planning authority and shall include a timescale for its implementation. The development shall be fully undertaken in accordance with the approved scheme unless otherwise approve in writing.

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 E 3.5 and H2.2 of the Unitary Development Plan for the City of Manchester.

16) The flat roof to any part of the hotel hereby approved shall not be used for any other purpose other than as a means of escape in emergency or for maintenance of the building.

Reason - To safeguard the amenities of the adjoining premises for overlooking or perceived overlooking and in accordance with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

17) The detail of drawing numbered P2846/109 shall be fully implemented as part of authorised development including the installation of glazed screening to windows on the south-east elevation, which shall remained in place whilst the use is undertaken 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 for the City of Manchester.

18) The development hereby authorised shall not be occupied or otherwise brought into use until the required off-site highways works and any other related changes, have been approved by and completed to the satisfaction of the City Council.

Reason - In the interests of pedestrian and highway safety pursuant to policy E3.5 and E3.6 of the Unitary Development Plan for the City of Manchester.

19) The development hereby approved shall be undertaken in accordance with the submitted travel plan referenced Hotel Development , Upper Brook Street, Framework Travel Plan (JMP Consultants Report No. NW90096.004, 26-11-2009) dated 1 December 2009, which has the objective of reducing car usage and the promotion of the use of public transport. The travel plan shall be supplemented with a schedule for 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 prior to the first occupation of

the building. 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.

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 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) 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 E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester.

22) 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 or used for conferences, private parties, banqueting or meetings 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 for the City of Manchester.

23) There shall be no operation or use of external, tannoys, public address systems or any other form of amplified internal or external sound equipment in association with the authorised hotel use.

Reason - In the interests of the amenity of the occupiers of nearby residential properties pursuant to Policy H2.2 and DC26.5 of the Unitary Development Plan for the City of Manchester and PPG24.

24) Notwithstanding the detail of approved drawings 2846/102/REV C and 2846/108/REV B, details shall be submitted to and approved in writing by the City Council as local planning authority before the commencement of the development relating to the boundary treatment adjacent to the south-west boundary with the National Blood Service buildings.

Reason - In the interests of the amenity of the area pursuant to policy E3.5 of the Unitary Development Plan for the City of Manchester.

25) Before development commences a scheme for the elevation design and specification of any required systems associated with the authorised development relating to 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.

26) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Good' or '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, unless otherwise agreed in writing.

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 EM16 and DP9 of The Regional Spatial Strategy (RSS) for North West

England and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

### **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: 091878/FO/2009/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:**

Engineering Services  
Environmental Health  
Contaminated Land Section  
South Manchester Regeneration  
Greater Manchester Police  
Greater Manchester Ecology Unit  
Travel Change Team  
National Blood Service, Manchester Centre, Plymouth Grove, Manchester, M13 9LL  
Apartments A1 – A11; B1 – B11; C1 – C14; D1 – D21; E1 – E14  
Q3 Apartments, Manchester, M13 9LQ.  
231 Upper Brook Street, Manchester, M13 0HL  
229 Upper Brook Street, Manchester, M13 0FY  
28 - 34 Swinton Grove, Manchester, M13 0EU  
Rosgal House, 227 Upper Brook Street, Manchester, M13 0HB  
Rennie Tool Co Ltd, 227 Upper Brook Street, Manchester, M13 0HB  
1 - 17 Swinton Grove, Manchester, M13 0FU  
Manchester Mental Health & Social Care, Gaskell House, Swinton Grove,  
Manchester, M13 0EU  
United Manchester Hospitals, Finance, 132 Hathersage Road, Manchester, M13 0JB

### **Representations were received from the following third parties:**

Engineering Services  
Environmental Health  
Contaminated Land Section  
South Manchester Regeneration  
Greater Manchester Police  
Greater Manchester Ecology Unit  
Travel Change Team  
National Blood Service, Manchester Centre, Plymouth Grove, Manchester, M13 9LL

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