

Application Number	Date of Appln	Committee Date	Ward
091441/OO/2009/N2	9th Oct 2009	14 January 2010	Bradford Ward

Proposal Full application for the erection of two buildings, one building a maximum of 7 storeys comprising hotel and ancillary facilities and Class A1/A2/A3/A4 and A5 (maximum of 4884 sqm) and one building a maximum of five storeys comprising Class B1(a) office accommodation and Class A1/A2/A3/A4 and A5 (maximum floorspace of 3738 sqm including mezzanine), together with means of access, car parking, landscaping and associated works following demolition of existing buildings and - , Outline application for mixed use development comprising one building (6300 sqm) for uses with Class B1(a), A1, A2, A3, A4 and A5, means of access and associated works (all matters reserved except means of access)

Location Land At Junction Of Pollard Street And, Great Ancoats Street, Ancoats, Manchester, ,

Applicant Royal London Asset Management , C/o Agent

Agent Mrs Helen Binns, RPS, 52 Princess Street, Manchester, M1 6JX

Description

The site

The application site is a rectangular shaped piece of land with a frontage on to Great Ancoats Street and Pollard street in the Bradford ward of east Manchester on the edge of the boundary of the City Centre.

The site is located within the New East Manchester regeneration area and much of the land surrounding the application site has undergone significant levels of redevelopment over the past 5-10 years. Examples of this redevelopment include the Albion Mills complex of residential development immediately to the north east of the site including the Grade II listed former Co-Operative Warehouse; the Islington Wharf residential development to the north west and the other significant residential developments to the south and south east. The land to the immediate north of the site on the adjacent site of Pollard Street is currently being developed to form the new Metrolink line running through East Manchester. A Metrolink stop is to be provided along Pollard Street.

The site currently contains two single storey buildings, both of which are vacant and have historically operated as non-food retail units with a total gross floorspace in the order of 3,300 sqm. Surrounding the buildings are areas of laid out car parking and some incidental soft landscaping, a number of trees are situated on the boundary of the site. To the rear of the site is a substantial brick wall separating the site with the residential developments behind. There are changes in ground levels between the application site and the adjacent site to the north east with the application site sitting lower than the adjacent site. The vacant nature of the buildings and site seems to be attracting both anti social behaviour and vandalism.

The application

The redevelopment of the application site is being brought forward as a hybrid (part full and part outline). In line with the agreed hybrid approach the application identifies two distinct phases of proposed development; the details of these phases are set out in detail below.

The overall proposal is for the development of three buildings in total, 2 within Phase 1 and addressed as a full application and the third, which forms the outline element (Phase 2) of the Hybrid application. The buildings within Phase 1 are arranged in a way to provide frontage to both Pollard Street and Great Ancoats Street and create a pedestrian only route through the development from Great Ancoats Street through to Pollard Street. This walk way is fully integrated into the overall design of the two buildings in Phase 1 with opportunities for outdoor dining or socialising linked to the ground floor commercial uses. Building 1 is seven storeys in height on the Pollard Street frontage and four storeys in height on its Great Ancoats Street frontage. Building 1 incorporates a 150 bedroom hotel with additional commercial uses at ground floor. Building 2 is five storeys in height and will incorporate office accommodation again with commercial retail uses at ground floor. Phase 2 is in outline with all matters reserved except access, this phase looks to provide a single building for office accommodation and retail/commercial uses at ground floor with a maximum level of floor space of 5,872 sqm and a maximum height of 26 metres.

Phase 1 details

Phase 1 is submitted as a full planning application and incorporates two buildings.

The first building is an L shaped building fronting Pollard Street and then wrapping around onto Great Ancoats Street. On the Pollard Street frontage the building is seven storeys in height and on the Great Ancoats Street frontage it is four storeys in height. It is proposed that this building will contain a 150 bedroom hotel (C1 use) with room accommodation situated on the 1st to sixth floors and reception/ café area in part of the ground floor. The remainder of the ground floor is proposed to provide floorspace for retail commercial uses, a mezzanine level will provide additional floorspace for the same range of commercial uses. Due to the current economic market the sub –division of and the specific use of the ground floor are unknown. Building 1 will provide a total of 4,387 sqm of floorspace broken down into 3,835 sqm for the hotel operation and 552 sqm for the proposed commercial uses.

Entrance into the hotel will be from Pollard Street, with servicing of the hotel taking place to the rear within a courtyard, which has been created between Building 1 and Building 2. Access to the ground floor commercial units will take place from Great Ancoats Street and the courtyard area.

The proposed materials for Building 1 are a grey brick, with glazing at ground floor and a roof top perforated brinze metal screen to wrap around solar hot water array. A green sedum roof is proposed on the lower level roof of the Hotel building.

Building 2 is also proposed to be within phase 1 of the redevelopment of the site. This building is an irregular shape and is set at a 45 degree angle to Great Ancoats

Street. This building is proposed to be five storeys in height and provide office accommodation (B1) with ground floor retail/commercial uses. This building will be accessed via the new linked route created by Phase 1 and from the car park to the rear. Building 2 will provide a total of 3,217 sqm of floorspace, 2,563 for office accommodation and 654 sqm for commercial retail uses.

The proposed materials for Building 2 are glazed curtain walling with some solid yellow glazed panels and a mesh metal solar screen to the main front elevation (floors 2-5) wrapping around part of the rear.

Phase 2

Phase 2 is in outline with all matters reserved for consideration except access. The applicant has submitted a series of models, which indicate the potential scale, massing and siting of this building although all these matters are reserved for future consideration. It is proposed that a single building of a maximum height of 26 metres will be accommodated on this part of the wider site and provide a maximum of 5,872 sqm of office (5,145 sqm) and commercial retail uses (727 sqm).

Car Parking

Car parking for the site is to be phased between the two elements of the proposal. Phase 1 incorporates 47 spaces and phase 2 would incorporate up to 45 spaces. All the car parking is located to the rear of the site and includes areas of landscaping.

Access

Pedestrian and cycle access to the site will be from Pollard Street and also Great Ancoats Street for pedestrians through the new linked route created by the development.

Vehicular access to the site is from the existing access point on Pollard Street for phase 1 this will provide the main in out route for the proposal. Once phase 2 is complete the indication is that whilst access and egress will be via Pollard Street an additional service egress will be provided onto Great Ancoats Street with a left turn only.

Landscaping

The application submission incorporates a landscaping scheme for the site. This includes the provision of new tree planting on the Great Ancoats Street frontage and within and to the rear of the car parking area. In addition the submission details the proposed treatment of the created link route from Great Ancoats Street through to Pollard Street and the courtyard that is created. The application also includes the provision of the re-paving of the footpaths on Pollard Street and Great Ancoats Street directly in front of the proposed buildings, the applicant has indicated that this re-paving will be undertaken with materials to be agreed with the local planning authority and New East Manchester to tie in with other public realm works in this area.

Consultations

Local neighbours were notified of the application, 3 emailed letters of objection were received, a further emailed letter of objection was received by the Isis residents committee and 2 comments were made on the City Councils public access system objecting to the proposal. The summary of the points raised by objectors are as follows:

- The scheme is too close to residential developments and any development should consider that.
- The development is within 200 feet of my front windows, the disturbance caused during construction will be considerable and alternate accommodation at the developers expense should be provided.
- There has been a lack of consultation with local residents to discuss the scheme.
- The access to the development is inadequate. Matters are already tricky and for pedestrians there will be no safe route towards the city centre.
- The development will overlook my flat depriving us of light to which this building has an ancient right. The development will deprive us of all our natural light.
- The proposal does not need to be as high as it is proposed. It is not in keeping with the immediate existing development of Albion Mill/Albion Works/Oval which are a maximum of 6 stories high.
- The development is out of character with the buildings close to it. The proposed scheme creates a very claustrophobic plan not in keeping with other quire open approach taken to regeneration thus far.
- The elevations and the aspect from Gt Ancoats Street show that sight of the Ovale building will be obscured from both Pollard Street and Gt Ancoats Street. The Ovale building is a key property in the Albion Works masterplan and as such a unique structure should be considered a landmark building in the area and as such, a vista towards it from the main roads surrounding it, should be preserved where possible.
- Issues of privacy with adjoining properties, particularly what appear to be a roof terrace on the top floor of the hotel.
- The proposal will increase noise levels and affect air quality due to increase in traffic levels, events at the hotel, refrigeration and air conditioning units from the hotel, delivery vehicles servicing the site and construction activity.
- I would like to see restrictive covenants relating to when construction activities can take place (no weekends), delivery hours, noise controls, licensing controls over events at the hotel, restrictions on the size of delivery vehicles.
- Problems associated with living in this area due to current and recent construction activities.
- The highway network will not be able to cope with the extra volume of traffic.
- Too many developments within the city centre are incomplete this development could follow suit.
- It is not necessary to have another hotel there are others close by that are more than sufficient for the area.

- Only low rise retail use such as the existing property should be granted so as not to infringe on the privacy of existing residential properties.
- The hotel will give rise to an increase in criminal activity.
- Further shops are not required in the area.
- Other sites are available for development in New Islington and are ready for development. Why are brownfield sites not being developed instead of knocking down buildings.
- Support for the proposed site being developed and think elements of the plans are a good solution, but am concerned with certain aspects of the proposed development.
- I am concerned with the proposed use for phase one as a 'budget' hotel. Due to the site's proximity to the City Stadium, a venue for major sports events, football matches and music concerts, it would be logical for the hotel to be marketed to cater to these markets. A concentration of attendees to these events (staying at the same hotel) is likely to amount to considerable disruption to local residents. A mid-range hotel sited in the same position would instead encourage a greater diversity of hotel guests that would be likely to reduce the potential for disruption.
- I did not see any consideration for wind circulation and the propensity for wind to be funneled by the proposed developments.
- The area currently experiences high level car crime and antisocial behaviour from youths.

A letter of support for the application has been received from Accor UK, the proposed hotel operator for the site, who state they have a commitment to have a presence within Manchester and has identified the application site as an opportunity to do so which meets their specific requirements. They state they have been involved with the project in excess of 3 years and are keen for the project to be brought forward as soon as possible.

Head of Regulatory and Enforcement Services (Environmental Health) – Raise no objections but recommend conditions are attached to any approval relating to delivery hours, fume extraction, hours of use of the building, noise insulation of externally mounted equipment. They also advise that the developer contact them to discuss the nature of the construction phase including working times. The applicant has requested further consideration of the recommended servicing hours for Sundays. Any further comments from the Head of Regulatory and Enforcement Services will be reported to committee.

Head of Regulatory and Enforcement Services (Contaminated Land Section) – Historical information relating to the site indicates the possible presence of significant levels of contamination. They therefore recommend an appropriate contaminated land condition is attached to any approval.

Greater Manchester Ecology Unit – They recommend conditions are attached relating to: the surveying of walls for nesting birds prior to demolition works, provision of nest boxes on site and green roof.

Environment Agency – They recommend a condition be attached to any planning approval relating to the provision of a scheme to deal with the risks associated with contamination of the site.

GMPTE – They confirm that the site is well located in relation to current and future public transport services. They believe that because the development will benefit from the future phase 3A expansion of the Metrolink it would be reasonable to ask the applicant to agree to make a financial contribution towards improving the public realm in the area around the Metrolink stop. In any case it should be ensured that the pedestrian environment between the site and existing and the proposed public transport infrastructure. They advise that the applicant liaise with the GMPTE directly relating to the structural design of the buildings foundations as a result of the new Metrolink tunnel under Great Ancoats Street. In response the applicant has confirmed that the proposals incorporate significant areas of high quality public realm which encourage connection with local public transport connections including the new Metrolink stop at Pollard Street. It is felt that the benefits of the proposed public realm treatment within the development allow a clear connection with the Metrolink and provide a high quality landscaped area with active frontages and provide security, providing further benefits to the public transport corridor. The developer has committed to the delivery of a high quality public realm strategy with a clear budgetary commitment to deliver the intended vision.

Transport Policy (Travel Change Team) – The revised Travel Plan Framework document is acceptable.

Greater Manchester Police – Highlight particular problems in the vicinity with vehicle crime and recommend that the long stay car parking area is enclosed with controlled access. The phase 2 site could provide a target for criminal and antisocial behaviour and they recommend an interim landscape scheme is implemented along the Great Ancoats Street frontage. The applicant has responded to these comments, any further response from GMP will be reported to Committee. Conditions are recommended relating to the details of any temporary hoarding of that part of the site relating to phase 2 of the application to be submitted for agreement and that the development achieves secure by design accreditation.

Greater Manchester Archaeological Unit – They believe there will be good survival of buried remains beneath the site relating to past industrial uses. They request a condition be attached to any approval relating to a scheme for excavation works, post excavation analysis, report production, archiving and publication of results commensurate with the findings. Further dissemination of the results will be in the form of an information board commemorating the site's archaeology and history to be erected on the site in a publicly accessible place. The applicant has been made aware of these comments and agrees to such a condition.

New East Manchester – Are content with the application subject to conditions relating to street trees and the treatment of the footpaths on Great Ancoats Street. It is recommended that a landscaping condition is attached to any approval to allow for the provision of street trees to the Great Ancoats Street frontage and a further condition is attached relating to the reinstatement of footpaths around the site and

that the timings and materials for these works to be agreed by the City Council as local planning authority.

Environmental Assessment Screening

The application was subject to a screening opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and circular 2/99 (The regulations). The screening concluded that an Environmental Assessment was not required in this instance.

Policy

PPS1 Delivering Sustainable Development (2005)

PPS1 sets out the key principles that should be applied to ensure that development plans and decisions taken on planning applications contribute to the delivery of sustainable development:

These key principles include:

- local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change
- through policies which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight), promote the development of renewable energy resources, and take climate change impacts into account in the location and design of development.
- A spatial planning approach should be at the heart of planning for sustainable development.
- Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.
- Development plans should also contain clear, comprehensive and inclusive access policies in terms of both external physical access.

It is considered that the proposal accords with PPS1.

PPG 4 Industrial, commercial development and small firms (1992)

The planning system should operate on the basis that applications for development should be allowed, having regard to the development plan and all material considerations, unless the proposed development would cause demonstrable harm to interests of acknowledged importance.

Development control should not place unjustifiable obstacles in the way of development which is necessary to provide homes, investment and jobs, or to meet wider national or international objectives. Nevertheless planning decisions must reconcile necessary development with environmental protection and other development plan policies. Local planning authorities can do much to guide firms, and particularly small firms, through the requirements of the planning system.

It is considered that the proposal accords with PPG4.

Draft PPS4

In May 2009 the Government published for a period of public consultation draft PPS4. When finalised the PPS will replace the existing PPG4 (Industrial, Commercial Development and Small Firms), PPG5 (Simplified Planning Zones) and PPS6.

The new PPS sets out the government's policy framework in relation to the following:

“sustainable economic growth in urban and rural areas including town centres, providing an integrated framework for all types of economic development.”

When PPS4 is finalised it will provide the Government's policy guidance relevant to the proposed scheme. However, due to the status of the draft document only limited weight can be given to it.

Policy EC12 of the draft document requires local planning authorities to adopted a positive and constructive approach towards planning applications for economic development and where a planning application proposes main town centre uses and the scheme is in accordance with the development plan, LPA's should normally grant the appropriate planning permission.

PPS 6 Planning for Town Centres (2005)

Planning Policy Statement 6 sets out the government's policies relating to planning for the future of town centres and the main uses that relate to them.

The main emphasis of the statement is to promote the vitality and viability of existing centres by:

- planning for the growth and development of existing centres; and
- promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all (paragraph 1.3).

In addition to these two key objectives PPS 6 also outlines other wider government policy objectives, which would not be consistent to those outlined above, those relevant in this instance are:

- to promote social inclusion, ensuring that communities have access to a range of main town centre uses, and that deficiencies in provision in areas with poor access to facilities are remedied;
- to encourage investment to regenerate deprived areas, creating additional employment opportunities and an improved physical environment (paragraph 1.5).

Paragraph 3.4 of the statement outlines the 5 tests to be applied to applications for retail development and an applicant should 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.

PPS6 clarifies that as a general rule, the development should satisfy all five considerations. In making their decision, local planning authorities should also consider relevant local issues and other material considerations. The appropriateness of the proposed uses on the site are considered in more detail elsewhere in this report.

PPS6 confirms that it is not the role of the planning system to restrict competition, preserve existing commercial interests or to prevent innovation.

PPG 13 (2001)

The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- reduce the need to travel, especially by car.

Local authorities should:

- actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;
- locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling;
- accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling;
- ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas;
- use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys;
- give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;
- ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments; consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety.

It is considered that the proposal accords with PPG13.

PPG15

This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment. It explains the role played by the planning system in their protection.

The guidance states that local planning authorities are required under section 67 of the Act to publish a notice of all applications they receive for planning permission for any development which, in their opinion, affects the setting of a listed building. Due to the adjacent grade II listed former Co-Operative warehouse this application has been advertised as one that affects the setting of a listed building. The applicant has submitted a statement relating to heritage matters and this issue is considered in more detail elsewhere in the report.

PPG16

This guidance document sets out the policy relating to dealing with archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside.

The guidance states that where planning authorities decide that the physical preservation in situ of archaeological remains is not justified in the circumstances of the case and that development resulting in the destruction of the archaeological remains should proceed, it would be entirely reasonable for the planning authority to satisfy itself before granting planning permission, that the developer has made appropriate and satisfactory provision for the excavation and recording of the remains. Such excavation and recording should be carried out before development commences, working to a project brief prepared by the planning authority and taking advice from archaeological consultants. Such agreements should also provide for the subsequent publication of the results of the excavation. In the absence of such agreements planning authorities can secure excavation and recording by imposing conditions.

The applicant has submitted an Archaeological desk top assessment alongside the application prepared by the University of Manchester Archaeological Unit. This concludes that whilst none of the remains that are likely to be on the site are of national importance the power systems of the nineteenth century mill area considered to be of regional significance and recommends trial trenches to investigate the site prior to development commencing. In this instance it is considered appropriate to attach a condition to any approval relating to the need for a scheme for the excavation, recording and publication of the results of excavations of the site prior to development commencing on site.

RSS for the Northwest of England

The Regional Spatial Strategy (RSS) for North West England provides a framework for development and investment in the region over the next fifteen to twenty years. It forms part of the development plan for Manchester.

Policy DP 1 sets out the Spatial Principles which underpin RSS, other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions. These principles include:

to promote sustainable communities; to 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; reduce emissions and adapt to climate change

Policy DP 2 promotes sustainable communities and building sustainable communities and identifies this as a regional priority.

Policy DP 4 'Make the Best Use of Existing Resources and Infrastructure' states ppriority 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, including transport, water supply and sewerage. Development is expected to accord with a sequential approach, which first prioritises using existing buildings (including conversion) within settlements, and previously developed land within settlements.

Policy DP 5 seeks to manage travel demand; reduce the need to travel, and increase accessibility by locating development so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally. The policy indicates that all new development should be genuinely accessible by public transport, walking and cycling.

Policy RDF 1 sets out the spatial priorities for the region and that the first priority for growth and development should be the regional centres of

Manchester and Liverpool; followed by the inner areas surrounding these regional centres. Emphasis should be placed on areas in need of regeneration and Housing Market Renewal Areas in particular.

Policy W 3 states provision should be made for a supply of employment land, to secure a portfolio of sites that complies with the spatial development principles outlined in RSS, and to ensure:

the most appropriate range of sites, in terms of market attractiveness and social, environmental and economic sustainability, are safeguarded for employment use; the amount of brownfield land used for employment purposes is maximised, reflecting the likely increases in the amount available as a result of economic restructuring. The policy also indicates that office development should, as far as possible, be focused in the regional centres, in or adjacent to town / city centres.

Policy W5 relates to retail Development and states retail investment should be promoted where it assists in the regeneration and economic growth of the town and city centres. In considering proposals and schemes any investment made should be consistent with the scale and function of the centre, should not undermine the vitality

and viability of any other centre or result in the creation of unsustainable shopping patterns.

Policy W 7 sets out the principles for Tourism Development to ensure high quality, environmentally sensitive, well-designed tourist attractions, infrastructure and hospitality services, which improve the region's overall tourism offer.

Sub regional policy MCR 1 set out the priorities for the Manchester City Region to: support interventions necessary to achieve a significant improvement in the sub-region's economic performance by encouraging investment and sustainable development in the Regional Centre and surrounding inner areas.

Policy MCR 2 states that the Regional Centre of the Manchester City Region

Should continue to develop as the primary economic driver, providing the main focus for business, retail, leisure, cultural and tourism development in the City Region.

It is considered that the proposal broadly accords with RSS for Northwest England.

The Unitary Development Plan for the City of Manchester

The proposal site does not lie within an area allocated for any particular land use within the adopted plan. It is situated to the immediate north of the City Centre boundary as defined within; the adopted Unitary Development Plan for the City of Manchester as adopted 21st July 1995 and as amended through the East Manchester 2003 and as subsequently saved by the Secretary of State for Communities and Local Government on the 18 September 2007.

The Citywide section of the adopted UDP (Part 1) contains a number of relevant policies in relation to assessing the proposed development, these are:

Policy I1.1 states the Council will ensure the allocation of a range of sites both in terms of size and appropriate location for a variety of different commercial and industrial development purposes in order to maximise new employment opportunities. In locational terms the major opportunities are:-

- a) in and adjoining the Regional Centre;
- b) sites with good access to the Airport;
- c) sites in East Manchester.

Priority will be given to:-

- i. promoting economic development in the northern, eastern and central parts of the City;
- ii. the development of vacant and derelict land and buildings;

Policy I1.3 states the provision of suitable premises for small firms such as managed workspace will be encouraged in appropriate locations.

Policy I1.6 states the Council will encourage the location of new business developments (as defined in Class B1 and A2 of the Town and Country Planning Use Classes Order 1987) on sites where they will contribute to urban regeneration.

Particular encouragement will be given to such development on derelict or unused land in areas of high unemployment. Business use developments will normally be allowed; they are seen to be a contribution to the Council's overall objective of achieving urban regeneration; and they are not isolated business developments within a predominantly residential environment; and it can be demonstrated that the development will not be unneighbourly in relation to adjacent or nearby residential properties.

Policy I1.8 states the Council will promote Manchester as a tourist destination both for conventional and business tourism. Outside the City Centre the Council will seek to exploit opportunities for tourist related development particularly along radial routes and within the City's major public parks and other open space.

Policy I1.9 states the Council will allow a range of new hotel developments in appropriate locations in the City Centre, along radial routes.

Policy I3.1 states new commercial and industrial development will be expected to be of a good standard of design and, where appropriate, include suitable landscaping treatment.

Policy E1.5 states 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 seeks the upgrade in 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 set out to promote measures which will lead to a safer environment for all people living in and using the City and include:-

- ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
- designing landscaping schemes so as to minimise the risk of attack;

Policy H2.2 states the Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy S2.1 recognises the importance of good quality local and convenient shopping facilities within easy reach of people's homes and seeks 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.

Policy R1.1 indicates that the Council will pursue an area-based regeneration strategy working with the local communities, public sector agencies, the private and

voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems. The Council will ensure that regeneration programmes maintain and create sustainable communities, and that they improve the quality and range of facilities in the City Centre for all who use it.

T2.4 The City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development.

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.

T3.7 The Council will encourage the provision of secure cycle parking facilities.

In addition to the citywide policies there are a number of relevant local area policies contained within the East Manchester section of Part 2 of the plan, these are:

Policy EM1 set out the overarching policy approach for East Manchester. It recognises that the area forms part of a major regeneration area and represents an integrated approach to regeneration where land use planning can be used to positively influence outcomes. The sustainable regeneration of East Manchester will extend beyond 10 years and will comprise, amongst other things, the following:

- i. The provision of sustainable urban neighbourhoods in Ancoats, Beswick, New Islington, Clayton, Miles Platting, Newton Heath, Openshaw and Higher Openshaw.
- ii. Development of an integrated public transport system including:
 - a) Metrolink extension from the City Centre to Ashton via East Manchester; bus corridor from the City Centre - Ashton under Lyne - Stalybridge (A635);
 - b) Comprehensive pedestrian and cycle networks including routes along the Ashton and Rochdale Canals and Medlock Valley and through Philips Park;
 - g) Use of Ashton Canal and re-opening of the Rochdale Canal to canal traffic.
- vi. The provision of community facilities including health centres, libraries and open learning facilities, community centres, leisure facilities and places of worship in district and local centres.
- vii. Development of a wider employment base by attracting knowledge based industries, media industries, professional and financial sectors, tourism and life sciences. This will build upon East Manchester's close proximity to the Regional Centre and the Higher Education Institutions.
- viii. Retention and expansion of existing industrial activity in chemicals, manufacturing and engineering sectors.
- ix. Development of Central Park as a major new high quality business park, serviced by road, heavy rail and the new Oldham/Rochdale Metrolink line.
- x. Continued industrial development and improvement of the Parkhouse Street Industrial Estate and Ardwick Goods Yards.
- xi. Development of communication and technology infrastructure.
- xii. Provision of a linked open space network to improve/increase recreational provision and biodiversity value, maintaining and enhancing the substantial nature

conservation resource of the canals.
xiii. Provision of educational facilities.

Individual development proposals will not be permitted if they conflict with the comprehensive planning of the sub-areas and strategy set out in this policy.

Policy EM2 states: The renaissance of East Manchester will be dependent on creating regeneration that is sustainable and increases the demand to live, work and visit the area, now and in the future. To achieve this a holistic approach to regeneration is being promoted and creating a sustainable pattern of development will be a major part of the strategy for the whole area. This will comprise:

- i. Reuse of previously developed and underused land and buildings provided that this creates or maintains a good living environment. This will involve focusing new housing in existing residential neighbourhoods.
- ii. Conservation of the cultural heritage in East Manchester including Ancoats, the Ashton and Rochdale Canals and other historic structures.
- iii. Designs which enhance the quality of the built environment in terms of scale, density, height, layout, massing, landscape, access and detailing and conserve the natural environment.
- iv. Locating landmark buildings on prominent sites on major routes and corridors.
- v. The design and layout of development which maximises personal safety, the security of property and reduces opportunities for crime as a result of natural surveillance.
- vi. Designing fully accessible public buildings and public areas for all sections of the community.
- vii. Developing safe, integrated and accessible pedestrian and cycle networks linking the residential neighbourhoods to the local neighbourhood shopping centres, district centres, the City Centre, adjacent neighbourhoods, employment and leisure areas, public transport corridors, the Ashton and Rochdale Canals and Philips Park, and the Medlock Valley; and ensuring that secure cycle parking facilities are available to complement the cycle network and development within East Manchester.
- viii. Establishing a hierarchy of streets and open spaces with clearly defined roles which enable the routing of buses into residential neighbourhoods in line with the LTP.
- ix. Shaping new development patterns in a way, which minimises the need to travel and reduces the use of the car. This will involve locating and increasing the density of development for uses which generate a large number of trips, such as major mixed use development, high density residential, hotel, leisure, office, tourism, sport and recreation uses adjacent to Metrolink stops, along quality bus corridors, around railway stations, within and adjacent to the City Centre and district centres, along major routes and corridors and other locations well-served by public transport.
- x. A mix of dwelling types, sizes and tenures, including provision for disabled people, avoiding the creation of large areas of housing of similar characteristics.
- xi. Within residential neighbourhoods identifying areas for a mix of uses comprising local neighbourhood shopping centres, community facilities, open space and formal and informal sport and recreation facilities.
- xii. Residential neighbourhoods within which priority will be given to the needs of pedestrians over and above the movement and parking of vehicles.
- xiii. Locating primary schools, health care and other community facilities within district and local centres, close to public transport routes and housing.

- xiv. Provision of energy efficiency measures within new development including technology to harness renewable energy resources for heating and lighting.
 - xv. Provision of flood prevention measures. Within the 100 year flood plain, as shown on the proposals map, development will be required to demonstrate that it will not adversely affect the flood plain area (or increase flood risk elsewhere) and will incorporate measures to reduce flood risk, including sustainable drainage systems. Developers should have regard to PPG25.
 - xvi. An accessible public transport system which considers the safety and accessibility of all sections of the community.
 - xvii. Protecting the residential amenity of neighbourhoods surrounding Sportcity from parking on match days and events.
- Within East Manchester housing in multiple occupation will not be permitted unless it is for local people with special housing needs.

Policy EM 3 indicates that within the district centre in Sportcity, Openshaw and Newton Heath District Centres the following development will be permitted, to support their vitality and viability:

- retail A1, A2 and A3 of a scale and function consistent with a district centre;
- mixed use development;
- employment B1, leisure and community facilities.

Where suitable sites or buildings suitable for conversion to retail or leisure are not available within the above centres, then sites on the edge of centres will be permitted, provided that a need for the development has been demonstrated.

Retail development, which conflicts with vitality and viability of existing centres, will not be permitted

Policy EM10 seeks to enable a greater mix of uses along Great Ancoats Street to take advantage of its accessibility to the City Centre, location on the Inner Ring Road and to develop a gateway into the Ashton Canal corridor.

It is considered that the proposals broadly accord with the policies within the Unitary Development Plan for the City of Manchester.

Guide to Development 2 Supplementary Planning Document (adopted April 2007)

The Guide to Development provides guidance to developers so that proposals help to develop and enhance an environment within Manchester that is visually attractive, has a unique and positive sense of place and which properly caters for the functions, which it accommodates both now and in the future.

Paragraph 2.3 of the Guide sets out the need to ensure “a high quality environment is created by buildings which reflect their purpose and respect the place in which they are located”.

Paragraph 2.12 indicates “It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows

and entrances should ensure that the street is overlooked to promote informal surveillance. Large areas of car parking and servicing should be situated to the rear, side of, or beneath the building, with clear safe accessible footways leading to the main door”.

Paragraph 2.49 details that “new developments will be expected to meet designing out crime principles. Whilst architecture and design can make a significant contribution to a sense of security, one of the most effective measures for community safety and crime prevention is the creation of lively environments, in use at different times of the day and night”.

It is considered that the proposal broadly accords with the guidance contained within the SPD.

East Manchester Strategic Regeneration Framework 2008 - 2018

The East Manchester SRF identifies the need to further develop the area as a major investment location, continue to renew the physical landscape to support further investment, through world class public realm, iconic buildings and excellent transport; and increase employment. The framework identifies Great Ancoats Street as an ‘arc of employment’, where East Manchester meets the City Centre, and that it has the potential to support higher density development. It states that the Great Ancoats street frontage will support a mix of employment uses, generally containing more retail and service activity. The SRF identifies the Great Ancoats street frontage as a ‘prestige frontage’ for high quality commercial/mixed use development with development having a strong and positive presence on the corridor.

Issues

Acceptability of proposed uses

Retail

The application has been submitted with a planning statement that seeks to address issues regarding the sites location and its acceptability in planning policy terms. In addition the applicant has also undertaken a Retail Impact Assessment in relation to the proposed retail/ mixed use ground floor units that are proposed.

The proposed retail/commercial units are considered to be acceptable. The application site currently contains two single storey retail units and although they are vacant they could again be used for non-food retail use. Overall the current application reduces the amount of floorspace available for retail/commercial uses to those existing retail units. In addition the current proposals are for small units designed to appeal to small businesses which would serve a local and immediate catchment area. The applicant has demonstrated that there is a quantitative and qualitative need for the retail floorspace and that the scale and location of the retail floorspace is acceptable in this location.

It is considered that the proposed uses are acceptable in this location and they have the potential to provide small scale services for local residents, visitors and workers

in the area. The proposal is not considered to have unacceptable impacts on other areas of the City and is therefore, considered to accord with policy S2.1 of the adopted Unitary Development Plan.

Hotel

The applicant's agent has provided a justification statement for the proposed hotel use in this location, they confirm that a hotel operator is committed to providing the proposed hotel on the application site.

Policy guidance within PPS6 confirms that it is not the role of the planning system to restrict competition, preserve existing commercial interests or to prevent innovation.

The proposed hotel use in this location accords with policy I1.9 of the adopted Unitary Development Plan, which seeks to locate this type of use within the city centre, along radial routes, within district centre and in the vicinity of the airport. The Hotel element of the proposal is therefore considered acceptable in so far as that the proposed use accords with the Unitary Development Plan, the applicant has demonstrated a requirement of a hotel operator to locate here and it is not the role of the planning system to restrict competition between commercial interests.

Offices

It is considered that the proposed office uses within this location will meet the objectives contained within the East Manchester Strategic Regeneration Framework which identifies the Great Ancoats Street frontage as an important area for a mix of employment uses. In addition the adopted Unitary Development Plan identifies the Regional Centre and sites adjoining it as suitable for a variety of commercial or industrial developments.

Whilst the proposals at this stage are speculative in terms of the proposed offices it is considered that these uses accord with the objectives of the East Manchester SRF and the policies for employment development within the adopted UDP.

The proposed scheme will deliver a mixed use scheme on an important and prominent location on the edge of the city centre and the East Manchester regeneration area. It is considered that the proposed uses accord with: national policy within PPS6 and PPG 4, emerging policy as set out in draft PPS4; regional policy within the Regional Spatial Strategy for the Northwest of England; and, local planning policy contained within the Unitary Development Plan for the City of Manchester and policies I1.1, I1.9, S2.1, EM1, EM2 and EM3.

Design

The proposed Hotel and office building are of a contemporary design and the proposed palette of materials is considered to be an appropriate mix of traditional masonry and modern glazing. It is considered that these proposed materials provide a suitable context to the adjacent listed Co-Operative warehouse and the more modern residential development adjoining it.

In addition, it is considered that the proposed scale of the buildings enhance the built form along Pollard Street whilst both proposed phases of development -along with the proposed landscaping and street trees - will create a strong road frontage onto Great Ancoats Street.

Whilst the proposed Hotel operator is considered to fall within the 'budget' range of the market, it is considered that the proposed elevational treatments and proposed materials of the building reflect a higher standard, recognising the application sites prominent road frontage and location adjacent to a listed building and the 'city centre' boundary of the East Manchester regeneration area.

The proposed hotel and office building both incorporate significant levels of opportunity for active ground floor uses to Pollard Street, Great Ancoats Street, the new internal courtyard and pedestrian route. These proposed units will provide animation to the street level and the submission documents confirms that this emphasis for activity at ground floor is to be taken forward on phase 2 of the scheme.

Height of the proposed building

The proposed height of the hotel building is considered to relate to the street scene along Pollard Street where the existing converted historic mill buildings are arranged in strong regular linear blocks and vary in heights between 5 and 6 storeys in height. The residential blocks immediately adjacent the site again vary in height up to a maximum of six storeys whilst the nearby Islington Wharf scheme rises to a maximum of 21 storeys in height creating a major landmark building in this area of Manchester.

On the basis of the site being in a prominent edge of city centre location the height of the proposed buildings is considered to respond to the immediately neighbouring buildings; and, the need to create a strong road frontage presence to both Pollard Street and Great Ancoats Street. The proposed building heights are therefore considered to be appropriate in this location.

It is considered that the design, scale and layout of the proposed buildings accord with the principles contained with the Guide to Development in Manchester SPD and policy I3.1.

Over shadowing/Loss of light

A number of the objectors that have responded to the application have indicated that the proposals will result in a loss of light and over shadowing as a result of the proposal.

The applicant has provided a daylight and sunlight assessment of the proposals and its impact on neighbouring apartment buildings. This assessment is based upon British Research Establishment (BRE) guidelines and concludes that as a result of the proposal there will be a level of reduction in sunlight daylight to existing properties. Out of the 43 windows assessed for sunlight, a total of 40 windows will meet the BRE guidelines for sunlight levels. It concludes that a good level of sunlight will therefore be retained throughout the Albion Mills Blocks A, B, C and D. The

assessment concludes that the level that the three windows which fall below the BRE guidelines criteria is negligible, with the losses being in the winter months on the south eastern face of Block C at first and second floor bedrooms.

It is considered that whilst there will be a level of reduction in sunlight/daylight to neighbouring properties this is not significant enough to warrant refusal of the proposal.

Affect on a listed building

The applicant has submitted a heritage statement to accompany the application.

The Grade II listed former Co-Operative warehouse is situated to the immediate north east of the application site and was converted to residential apartments with an additional roof extension under planning reference 061691/FO/NORTH2/01.

It is considered that the proposed development has been designed and sited to reflect the historical context of the application site and adjacent and neighbouring buildings. The proposal will result in the development of a site, which currently fails to reflect or enhance the adjacent listed building. The choices of materials for the hotel building, whilst providing a modern interpretation, are robust which reflect the adjacent listed building.

The proposed development is considered to enhance the setting of the adjacent listed building and accord with guidance contained in PPG15.

Car Parking/ Vehicular access

The application details two phases of car parking provision, which relate to the two phases of proposed buildings. This includes a total of 90 car parking spaces, of which 6 are designated for disabled use. In addition to parking spaces for cars, there will also be 5 motorcycle spaces and 65 cycle spaces. It is considered that the level of provision is adequate to serve the relevant phases of development individually and as a whole when the development across the site is complete. In addition the site is well located in terms of current and proposed public transport provision as confirmed by GMPTE in its response to the application. In addition the applicant has submitted a Framework Travel Plan which is also considered acceptable.

Vehicular access to the site is gained from Pollard Street which is unchanged from the current situation.

The Head of Highway Services has confirmed that the applicant will be required to enter into a section 278 agreement with the Highway Authority in order to deliver a number of highway works required. These include:

- a right-turn lane and yellow box at the junction of the access with Pollard Street, all within the existing carriageway.
- a pedestrian crossing facility at the Pollard Street/Great Ancoats Street junction across Pollard Street on the north-east side of Great Ancoats Street.

This will require widened island(s)/refuge(s) and infrastructure including poles, ducting and electrics.

A condition requiring the submission of off site highway work details relating to these comments is recommended.

The levels of car parking and vehicular access arrangements alongside the highway works requested by the Head of Highway Services are considered to make the application acceptable in terms of ensuring pedestrian and highway safety and will accord with policy T2.4, T2.6, T3.7 and E3.5 of the adopted Unitary Development Plan for the City of Manchester.

Traffic

A number of respondents to the application have raised issues relating to an increase in traffic from the proposal.

The applicant has submitted a Transport Statement; this demonstrates that the change in traffic forecast to arise as a result of the redevelopment can be accommodated with no material impact on the operation of the surrounding highway network.

Following initial comments from the Head of Highway Services the applicant has submitted further information relating to the Transport Assessment, this additional information has satisfied the Head of Highway Services subject to the provision of those highway works identified in the above section of this report, and to be delivered through a section 278 agreement with the applicant.

Sustainability

The applicant has submitted a number of documents that detail sustainability issues including energy efficiency and renewable sources of energy production. This includes:

The development will exceed the requirements of Part L (2006) by at least 25% through a combination of renewable energy systems and:

- Limiting area of glazing to less than 30% of the total facade area in the hotel and 55% in the office building.
- Providing an external shading screen to the south west facade of the Phase 1 office building.
- Using double glazed high performance glazing throughout the development.
- Fluorescent and/or LED lighting.
- Zoning of lighting with daylight dimming to perimeter in offices.
- VRF with air source heat pumps to provide heating/cooling.
- Air-to-Air thermal wheel heat recovery system in the offices.
- Water efficient taps and showers to reduce hot water consumption.
- Key control to hotel rooms to turn off lights and A/C when not occupied.

A variety of renewable options have been explored and the following are to be incorporated into the development to achieve a maximum feasible renewable energy contribution of 10%:

- 30m² of solar thermal panels for domestic hot water in the office building
- 170m² of solar thermal panels for domestic hot water in the hotel building
- Air Source Heat Pumps for heating in both buildings.

The applicant has confirmed that the Hotel and retail units are to achieve a BREEAM rating of at least Very Good; whilst the proposed offices are to achieve at least Very Good but with an aspiration to achieve an Excellent rating.

It is considered that the proposal is acceptable in sustainability terms and generally meets the requirements contained in the Guide to Development in Manchester Supplementary Planning Document.

Ecology

The applicant has submitted information which indicates that the site was surveyed for the presence of bats and that this found no evidence of their presence and there was low potential for bats and nesting birds using the site. However, it was noted that the site had some potential for use by Black Redstarts, a species protected under Schedule one of the Wildlife and Countryside Act and a Greater Manchester Biodiversity Action Plan species. The survey did find the potential for nesting Black Redstarts within a cavity of a wall proposed to be removed. The applicant has proposed the erection of 10 number nesting boxes to mitigate any loss of nesting opportunities for birds and Black Redstarts in particular.

The EC Habitats Directive 1992 requires the UK to maintain a system of strict protection for protected species and their habitats. The Directive only allows disturbance, or deterioration or destruction of breeding sites or resting places.,

- in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment

and provided that there is

- no satisfactory alternative and
- no detriment to the maintenance of the species population at favourable conservation status in their natural range.

The UK implemented the Directive by introducing The Conservation (Natural Habitats etc) Regulations 1994 which contain two layers of protection

- a requirement on local planning authorities to have regard to the Directives requirements above, and
- a licensing system administered by Natural England.

Policy E2.4 of the Unitary Development Plan states the Council will ensure that the effects upon wildlife are taken fully into account when considering development proposals.

Circular 6/2005 advises local planning authorities to give due weight to the presence of protected species on a development site to reflect EC requirements. "This may potentially justify a refusal of planning permission".

PPS9 (2005) advises local planning authorities to ensure that appropriate weight is attached to protected species "Where granting planning permission would result in significant harm... (local planning authorities) will need to be satisfied that the development cannot reasonably be located on any alternative site that would result in less or no harm. In the absence of such alternatives (local planning authorities) should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where Significant harm... cannot be prevented or adequately mitigated against, or compensated for, then planning permission should be refused."

PPS9 encourages the use of planning conditions or obligations where appropriate and again advises local planning authorities to "refuse permission where harm to the species or their habitats would result unless the need for, and benefits of, the development clearly outweigh that harm."

The converse of this advice is that if issues of detriment to the species, satisfactory alternatives and public interest seem likely to be satisfied, no impediment to planning permission arises under the Directive and Regulations.

The local planning authority considers that the proposed development would have only a minor impact on the potential of the site to provide nesting opportunities for Black Redstarts and that there would be no appreciable effect on the conservation status of the local population as a whole. The applicant has confirmed that they will install 10 nesting boxes and this will adequately mitigate the minor level of harm caused and conditions are to be attached to any approval requiring further investigation of those areas to be demolished on the site that have the potential to provide nesting opportunities for Black Redstarts.

The proposed landscaping scheme incorporates a tree planting scheme which will increase the level of trees on the site from 8 to 42 with an associated increase in the number of native tree species. This provision is in addition to the proposed increase in bird nesting sites and the inclusion of a green sedum roof on the lower roof of the proposed Hotel building.

Public Realm improvements

The applicant has confirmed within the application submission a commitment to improvements to the public realm around the proposed development and the provision of high quality soft and hard landscaping within the application site. The proposed landscaping scheme includes the provision to re-instate the public footpaths around the proposed buildings in materials to be agreed and the inclusion of street trees on the Great Ancoats Street frontage.

It is considered that these improvements to the public realm immediately around the proposed buildings are acceptable and the provision of street trees will significantly enhance this part of the Great Ancoats Street corridor. It is considered appropriate to attach a condition to any approval for the submission of materials to be used on the footpaths and a programmed timescale for delivering the improvements.

Noise

The applicant has submitted a Noise Assessment report alongside the application. This recommends limiting plant noise levels to comply with Manchester City Council requirements and a scheme of noise insulation recommendations have also been specified for the proposed A1, A2, A3, A4 and A5 units in order to limit their affect on nearby noise-sensitive properties.

It is considered appropriate that conditions be attached to any approval relating to: hours of use of the proposed offices and ground floor units; hours of use of any external areas of the development; delivery and servicing hours for the development; and, noise insulation scheme for external plant associated with the development. This is in order to further protect the amenity of neighbouring uses from noise and activities associated with the development.

Wind Assessment

The application has been submitted with a Wind assessment of the proposed development and impacts. This concludes that show certain areas of the site following development may result in a perceived discomfort for pedestrians these are generally in areas that will be predominantly used by vehicles rather than pedestrians. The recommendations of the assessment are that mitigation measures such as landscaping or street furniture will lower the impact of wind on pedestrians further.

It is considered that whilst there will be 'hot-spots' where wind may lead to some localised issues for pedestrians this is not considered to be sufficient for refusal of the application. Mitigation of these impacts can be incorporated into the proposals through the positioning of landscaping and street furniture. The submission of a hard and soft landscaping scheme is to be made a condition of any approval.

Crime and Disorder

The application site currently comprises two single storey buildings which have been vacant for some time. At the time of the site visit it was clear that the site was being used for a variety of anti-social activities whilst the retail units themselves appear to be attracting vandalism and graffiti.

The proposal provides an opportunity to introduce active uses into the area. The applicant has confirmed through the proposed Management Strategy submitted alongside the application that the site will be subject to 24 hour on site security presence.

Greater Manchester Police have submitted comments on the application and whilst they are content with the proposed development they raise a number of comments relating to the security of that part of the site subject to phase 2 and the security of the car parking area. The applicant has responded to these points agreeing to ensure that any temporary hoarding around the phase 2 part of the site will be designed not to create blind spots and to maximise surveillance of Phase 1, submission of details of this hoarding is to be made a condition of any approval. They also confirm that the car parking area will be monitored on site through a CCTV system design to BS 8220-2:1995 and BS50132-7:1996. Any further comments from GMP will be reported to committee.

Disabled Access

The scheme has been designed to be inclusive to all and the hotel includes bedroom types that have been designed to be fully accessible.

Regeneration

The site is in a prominent location on the edge of the city centre and forms a gateway to the wider East Manchester area. The current built form on the site including its layout and vacant nature does little to enhance the character of the immediate or wider area.

The applicant has submitted a Regeneration statement alongside the application. This statement sets the context of the application site and the approach taken in terms of the design, layout and component parts of the current application.

It is considered that the proposed mix of uses in this location will provide a number of opportunities for small scale businesses to serve local residents as well as providing a Hotel use for visitors to the City in a sustainable location. The proposed development of the site will enhance the physical nature of the site and will bring back into productive use a prominent area of land that is currently vacant and semi-derelict. The proposal is considered to be in general accordance with the East Manchester Strategic Regeneration Framework.

Conclusion

It is considered that the proposal will regenerate a prominently located site which currently contains vacant disused low quality retail units. The proposed mix of uses is considered appropriate in this location and will provide visitor facilities in accordance with the adopted Unitary Development Plan and small scale commercial units to serve local residents.

The proposed buildings have been designed and sited to reflect the listed adjacent building and the sites prominent location on Great Ancoats Street and it is considered that it accords with guidance contained within the Guide to Development in Manchester Supplementary Planning Document.

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

Approve on the basis that the application accords with national policy contained within PPS1, PPG4, PPS6, PPG15, PPG16; policies DP 1, DP 2, DP 4, DP 5, RDF 1, W 3, W5, W 7, MCR 1, MCR 2 of the Regional Spatial Strategy for the Northwest of England; policies I1.1, I1.3, I1.6, I1.8, I1.9, I3.1, E1.5, E3.3, E3.5, H2.2, S2.1, R1.1, T2.4, T2.6, T3.7, EM1, EM2, EM 3, EM10 of the adopted Unitary Development Plan for the City of Manchester; and, the Guide to Development in Manchester Supplementary Planning Document.

Conditions and/or Reasons

Conditions

1) Conditions number 2 – 35 of this decision are applicable to Phase 1 (as defined within condition 13 of this decision) only and works associated with that phase.

Reason – For the avoidance of doubt as the application is in Hybrid form.

2) The development of Phase 1 as defined within condition 13 of this decision 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.

3) No construction of the development (or part phase thereof) 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 E3.3 and I3.1 of the Unitary Development Plan for the City of Manchester.

4) 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:

Drawings:

1381_(MP)_00_01 Rev B site edge red plan

1381_05_BA_01

1381_02_0M_MP

1381_02_01_MP

1381_02_02_MP

1381_02_03_MP

1381_02_04_MP

1381_02_05_MP

1381_02_06_MP

1381_02_07_MP

1381_02_08_MP

1381_04_BA_01

1381_04_BA_02

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1381_05_BB_02

Date stamped as received by the local planning authority 9th October 2009

1381_02_00_MP - date stamped as received by the local planning authority 15/12/2009.

Documents:

Design and Access Statement October 2009 prepared by HKR Architects

Crime Impact Statement prepared by GMP Design for Security

Air Quality Assessment September 2009 prepared by RPS

Impact of Wind Assessment September 2009 prepared by WPS

An Archaeological Desk based Assessment prepared by the University of Manchester

Management Strategy Report October 2009 prepared by Cre8 Management

Transport Assessment October 2009 prepared by RPS

Energy Strategy Report prepared by Cundall

Environmental Standards Statement prepared by Cundall

Heritage Statement prepared by KM Heritage

Environmental Noise Assessment September 2009 prepared by RPS

Daylight/Sunlight Report prepared by Drivers Jonas November 2009-12-14

Waste Minimisation and Management Strategy September 2009 prepared by WSP

Geo-Environmental Desk Study Preliminary Risk Assessment prepared by Shepherd Gilmour – September 2009

Regeneration Statement September 2009 prepared by Drivers Jonas

Letter from Shepherd Gilmour to Cundall dated 25th September 2009

Date stamped as received by the local planning authority 9th October 2009

Addendum to the Design and Access Statement 'schedule of accommodation - Phase 1 office' date stamped as received by the local planning authority 9th December 2009.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester.

5) 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.

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 (or part phase) 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 E3.2; of the Unitary Development Plan for the City of Manchester.

6) The development hereby approved shall not 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".

7) Each building within the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before each building phase hereby approved are first occupied, unless otherwise agreed in writing by the local planning authority.

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

8) No construction of the hereby approved development shall commence until a programme of archaeological work has been implemented in accordance with a written scheme of investigation previously approved in writing by the City Council as local planning authority'.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

9) No development shall take place until, full details, including scaled elevation, plan and cross section drawings of temporary infill panels to the ground floor units shall be submitted to, and approved by the City Council as Local Planning Authority. The details submitted shall include an explanation, in drawings or text, of how the proposed infill panels will resist fly posting and graffiti, and how they will be maintained in good condition. Any works approved in discharge of this condition, shall be implemented in full before any phase or part phase of the development under this planning consent is first used or occupied, or by such time as may be agreed in writing with the Local Planning Authority. The strategy for maintaining the infills shall be operational at all times until the temporary infills are removed from the site.

Reason

In the interests of visual amenity and to ensure that the frontage treatments of the units before occupation has a good appearance within the streetscene, and that this

good appearance is maintained, pursuant to policy DC14 of the Unitary Development Plan for the City of Manchester.

10) Before the development hereby approved commences a shop front and signage design strategy for the commercial units shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with the approved details.

Reason - In the interests of visual amenity and to ensure that the frontage treatments of the units before occupation has a good appearance within the street scene, and that this good appearance is maintained, pursuant to policy E3.8 and policy DC18.1 of the Unitary Development Plan for the City of Manchester.

11) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester

12) Before the development hereby approved commences, a hard and soft landscaping treatment scheme together with long term maintenance arrangements shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for development is carried out, that respects the character and visual amenities of the area, in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

13) This permission hereby approved relates to :-

Phase 1

Building A as identified on drawing reference 1381_02_00_MP date stamped as received by the local planning authority on the 15th December 2009 and floorspace schedule within the Design and Access Statement date stamped as received by the local planning authority 9th October 2009

- Class C1 use (Hotel) maximum of 3,835 sqm (Gross internal area) of floorspace;
- Classes A1/A2/A3/A4/A5 of a maximum of 552 sqm (Gross internal area) of floorspace;

Building B as identified on drawing reference 1381_02_00_MP date stamped as received by the local planning authority on the 15th December 2009 and revised floorspace schedule date stamped as received by the local planning authority 09/12/2009:

- Class B1 use (offices) maximum of 2563 sqm (Gross Internal Area) of floorspace;
- Classes A1/A2/A3/A4/A5 of a maximum total of 683 sqm (Gross internal area) of floorspace.

Reason - For the avoidance of doubt as changes to any element of the development may have consequences in terms of national and local policy considerations.

14) No work or other activity shall take place unless and until the permitted hours of the Class A1, A2, A3, A4, A5 and B1 uses within the hereby approved development have been submitted to and agreed in writing by the City Council as Local Planning Authority. The uses approved pursuant to this application shall only operate within the hours as agreed under this condition.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

15) No loading or unloading shall be carried out on the site outside the hours of 0730 to 2000, Monday to Saturday.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

16) Before the development hereby approved commences, each 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.

Reason - In order to secure a reduction in the level of noise emanating from the equipment, to safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

17) Before the development commences a scheme for the extraction of any fumes, vapours and odours from each building 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, unless otherwise agreed in writing by the local planning authority.

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.

18) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development being occupied, unless otherwise agreed in writing by the local planning authority. 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 policy T2.6 of the Unitary Development Plan for the City of Manchester.

19) The footpaths and the areas between the pavement and the line of the proposed buildings shall be fully reinstated within a timescale, and, using materials to be agreed in writing by the City Council as local planning authority, prior to any phase or part phase of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and the site's location, in accordance with policy E3.3; of the Unitary Development Plan for the City of Manchester.

20) The hereby approved development shall not be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

21) The details of an emergency telephone contact number 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.

22) Prior to the commencement of development, details of the scheme for all external lighting, including lighting on the buildings, within a building's curtilage, and lighting units within the public realm works shall 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 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.

23) The development hereby approved shall implement the agreed scheme for waste management as contained within the 'Waste Minimisation and Management Strategy' prepared by WSP and date stamped as received by the local planning authority on the 9th October 2009. The scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation, unless otherwise agreed in writing by the local planning authority.

Reason - In the interests of the amenity and public health of the occupiers of nearby properties in order to comply with Policy H2.2; of the Unitary Development Plan for the City of Manchester

24) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing. The wheelwash shall be retained on site during the construction period, and shall be positioned to allow use throughout construction; the location(s) of the wheelwash shall be submitted to and approved by the City Council prior to being implemented.

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

25) All contractors' vehicles entering and leaving the site during the construction period shall be sheeted.

Reason - To ensure that the proposed development is not prejudicial or a nuisance to the adjacent premises in the interests of public health and amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

26) Prior to the first occupation of the development hereby approved, a detailed Travel Plan based upon the Framework Travel Plan completed by RPS Planning and Development submitted to the City Council on the 15th December 2009, including particulars of its implementation and monitoring, shall be submitted to and approved by the City Council as the Local Planning Authority. The Travel Plan shall then be implemented and reviewed in accordance with those approved details unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance 13.

27) The applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

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 the development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

c) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. If the development is found to have a detrimental impact upon existing television signal reception, 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 each Phase of the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications, pursuant to Manchester Unitary Development Plan policy H2.2.

28) The first use of each of the ground floor and mezzanine commercial units to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission subject to the requirements of the Town and Country Planning (General Permitted Development) Order 1995.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester

29) No development shall take place until details of the provision of the off site highway works required have been approved in writing by the City Council as local planning authority. The details shall include the following:

- A right turn lane and yellow box at the junction of the access with Pollard Street within the existing carriageway;

- Provision of a pedestrian crossing facility at the Pollard Street/Great Ancoats junction across Pollard Street on the north-east side of Great Ancoats Street

to include widening of the refuge(s)/island(s) and associated infrastructure including poles, ducting and electrics.

The development shall not be occupied until the works have been constructed in accordance with the approved details.

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

30) No demolition or refurbishment works shall be undertaken unless and until a detailed daytime internal inspection of each cavity within the wall identified in the letter from S.Irwin 'Buildings at Pollard Street Manchester – Bat/Bird Survey Update' date stamped as received by the local planning authority 9th October 2009, has been undertaken by a licensed expert for the presence of Black Redstarts. Should the survey reveal the presence of any Black Redstarts, all works shall cease until the end of the nesting period and/or a further survey has concluded that no nesting birds are present.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with Policies E2.2, E2.3 and E2.4 of the adopted Manchester Unitary Development Plan.

31) No development shall commence until full details of those measures outlined to enhance Biodiversity on the site and contained within the Environmental Standards Statement prepared by Cundalls and date stamped as received by the local planning authority on the 9th October 2009 have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before the development is first brought into use.

Reason – To enhance the biodiversity of the site, pursuant to policy E2.4 and E3.1 in the Unitary Development Plan for the City of Manchester.

32) The development hereby approved shall be operated in accordance with the scheme for the maintenance and management of the application site, outlined in the submitted Management Strategy Report October 2009 prepared by CRE8 Management, date stamped as received by the local planning authority on the 9th October 2009. The approved scheme shall be fully implemented and shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the local planning authority.

Reason - In the interests of the visual amenity of the area and of the occupiers of nearby properties in order to comply with policies EM1, EM2, I3.1, and H2.2 of the Unitary Development Plan for the City of Manchester.

33) No part of the development hereby permitted (such works to include the demolition of built structures) shall commence until details and locations of permanent nest boxes have been submitted to and agreed in writing with the City Council as the local planning authority. The scheme should then be installed in

accordance with the agreed details, unless otherwise agreed in writing with the local planning authority.

Reason - To enhance the biodiversity of the site, pursuant to policy E2.4 and E3.1 in the Unitary Development Plan for the City of Manchester.

34) Prior to the occupation of the hereby approved development, a scheme detailing the hours and extent of use of any external areas of the development shall be submitted to and agreed in writing by the City Council as the Local Planning Authority. The agreed hours of use shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the 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.

35) Before any demolition works take place full details, including scaled siting, elevation, plan and cross section drawings of temporary site hoardings around the phase 2 site shall be submitted to, and approved by the City Council as Local Planning Authority. The details submitted shall include an explanation, in drawings or text, of how the proposed infill panels will resist fly posting and graffiti, and how they will be maintained in good condition. Any works approved in discharge of this condition, shall be implemented in full before any phase or part phase of the development under this planning consent is first used or occupied, or by such time as may be agreed in writing with the Local Planning Authority. The strategy for maintaining the infills shall be operational at all times until the temporary infills are removed from the site.

Reason

In the interests of visual amenity and to ensure that the frontage treatments of the units before occupation has a good appearance within the streetscene, and that this good appearance is maintained, and to reduce the risk of crime pursuant to Policies E3.5 and DC14 of the Unitary Development Plan for the City of Manchester.

36) Conditions 37 – 68 of this decision are applicable to Phase 2 only, as defined within condition 39 of this decision.

Reason – For the avoidance of doubt as the application is in Hybrid form.

37) Applications for approval of reserved matters for Phase 2 of the development (as identified on drawing reference 1381_02_00_MP) 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.

38) Approval of the details of the layout, scale, and appearance of the building, and the landscaping of the site (hereinafter called "the reserved matters") 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.

39) This permission hereby approved relates to :-

Phase 2

Building C as identified on drawing reference 1381_02_00_MP date stamped as received by the local planning authority on the 15th December 2009:

- Class B1 use (offices) maximum of 5145 sqm (Gross Internal Area) of floorspace
- Classes A1/A2/A3/A4/A5 of a maximum total of 727 sqm (Gross internal area) of floorspace

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

Reason - For the avoidance of doubt as changes to any element of the development may have consequences in terms of national and local policy considerations.

40) Details of access proposals for the hereby approved development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority before development of Phase 2 commences. The approved details shall be implemented before that Phase of the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester and the Disability Discrimination Act 1995. However, in approving the relevant drawings, the City Council as the local planning authority does not hereby give any warranty that the provisions of the Disability Discrimination Act 1995 have been complied with.

41) 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:

Drawings:

1381_(MP)_00_01 Rev B site edge red plan
1381_05_BA_01

1381_02_0M_MP
1381_02_01_MP
1381_02_02_MP
1381_02_03_MP
1381_02_04_MP
1381_02_05_MP
1381_02_06_MP
1381_02_07_MP
1381_02_08_MP
1381_04_BA_01
1381_04_BA_02
1381_04_BA_03
1381_04_BB_01
1381_04_BB_02
1381_05_BA_01
1381_
1381_05_BB_02

Date stamped as received by the local planning authority 9th October 2009

1381_02_00_MP - date stamped as received by the local planning authority
15/12/2009.

Documents:

Design and Access Statement October 2009 prepared by HKR Architects
Crime Impact Statement prepared by GMP Design for Security
Air Quality Assessment September 2009 prepared by RPS
Impact of Wind Assessment September 2009 prepared by WPS
An Archaeological Desk based Assessment prepared by the University of
Manchester
Management Strategy Report October 2009 prepared by Cre8 Management
Transport Assessment October 2009 prepared by RPS
Energy Strategy Report prepared by Cundall
Environmental Standards Statement prepared by Cundall
Heritage Statement prepared by KM Heritage
Environmental Noise Assessment September 2009 prepared by RPS
Daylight/Sunlight Report prepared by Drivers Jonas November 2009-12-14
Waste Minimisation and Management Strategy September 2009 prepared by WSP
Geo-Environmental Desk Study Preliminary Risk Assessment prepared by Shepherd
Gilmour – September 2009
Regeneration Statement September 2009 prepared by Drivers Jonas
Letter from Shepherd Gilmour to Cundall dated 25th September 2009

Date stamped as received by the local planning authority 9th October 2009

Addendum to the Design and Access Statement 'schedule of accommodation -
Phase 1 office' date stamped as received by the local planning authority 9th
December 2009.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester.

42) 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.

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 (or part phase) 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 E3.2; of the Unitary Development Plan for the City of Manchester.

43) The development hereby approved shall not 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".

44) The building within the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before each building phase hereby approved are first occupied, unless otherwise agreed in writing by the local planning authority.

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

45) No construction of the hereby approved development shall commence until a programme of archaeological work has been implemented in accordance with a written scheme of investigation previously approved in writing by the City Council as local planning authority'.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

46) No development shall take place until, full details, including scaled elevation, plan and cross section drawings of temporary infill panels to the ground floor units shall be submitted to, and approved by the City Council as Local Planning Authority. The details submitted shall include an explanation, in drawings or text, of how the proposed infill panels will resist fly posting and graffiti, and how they will be maintained in good condition. Any works approved in discharge of this condition, shall be implemented in full before any phase or part phase of the development under this planning consent is first used or occupied, or by such time as may be agreed in writing with the Local Planning Authority. The strategy for maintaining the infills shall be operational at all times until the temporary infills are removed from the site.

Reason

In the interests of visual amenity and to ensure that the frontage treatments of the units before occupation has a good appearance within the streetscene, and that this good appearance is maintained, pursuant to policy DC14 of the Unitary Development Plan for the City of Manchester.

47) Before the development hereby approved commences a shop front and signage design strategy for the commercial units shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with the approved details.

Reason - In the interests of visual amenity and to ensure that the frontage treatments of the units before occupation has a good appearance within the street scene, and that this good appearance is maintained, pursuant to policy E3.8 and policy DC18.1 of the Unitary Development Plan for the City of Manchester.

48) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester

49) This permission hereby approved relates to :-

Phase 2

Building C as identified on drawing reference 1381_02_00_MP date stamped as received by the local planning authority on the 15th December 2009:

- Class B1 use (offices) maximum of 5145 sqm (Gross Internal Area) of floorspace
- Classes A1/A2/A3/A4/A5 of a maximum total of 727 sqm (Gross internal area) of floorspace

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

Reason - For the avoidance of doubt as changes to any element of the development may have consequences in terms of national and local policy considerations.

50) No work or other activity shall take place unless and until the permitted hours of the Class A1, A2, A3, A4, A5 and B1 uses within the hereby approved development have been submitted to and agreed in writing by the City Council as Local Planning Authority. The uses approved pursuant to this application shall only operate within the hours as agreed under this condition.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

51) No loading or unloading shall be carried out on the site outside the hours of 0730 to 2000, Monday to Saturday.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

52) Before the development hereby approved commences, 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.

53) Before the development commences a scheme for the extraction of any fumes, vapours and odours from the building 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, unless otherwise agreed in writing by the local planning authority.

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.

54) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development being occupied, unless otherwise agreed in writing by the local planning authority. 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 policy T2.6 of the Unitary Development Plan for the City of Manchester.

55) The footpaths and the areas between the pavement and the line of the proposed buildings shall be fully reinstated within a timescale, and, using materials to be agreed in writing by the City Council as local planning authority, prior to any phase or part phase of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and the site's location, in accordance with policy E3.3; of the Unitary Development Plan for the City of Manchester.

56) The hereby approved development shall not be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

57) The details of an emergency telephone contact number 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.

58) Prior to the commencement of development, details of the scheme for all external lighting, including lighting on the buildings, within a building's curtilage, and lighting units within the public realm works shall 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 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.

59) The development hereby approved shall implement the agreed scheme for waste management as contained within the 'Waste Minimisation and Management Strategy' prepared by WSP and date stamped as received by the local planning authority on the 9th October 2009. The scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation, unless otherwise agreed in writing by the local planning authority.

Reason - In the interests of the amenity and public health of the occupiers of nearby properties in order to comply with Policy H2.2; of the Unitary Development Plan for the City of Manchester

60) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing. The wheelwash shall be retained on site during the construction period, and shall be positioned to allow use throughout construction; the location(s) of the wheelwash shall be submitted to and approved by the City Council prior to being implemented.

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

61) All contractors' vehicles entering and leaving the site during the construction period shall be sheeted.

Reason - To ensure that the proposed development is not prejudicial or a nuisance to the adjacent premises in the interests of public health and amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

62) Prior to the first occupation of the development hereby approved, a detailed Travel Plan based upon the Framework Travel Plan completed by RPS Planning and Development submitted to the City Council on the 15th December 2009, including particulars of its implementation and monitoring, shall be submitted to and approved by the City Council as the Local Planning Authority. The Travel Plan shall then be implemented and reviewed in accordance with those approved details unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance 13.

63) The applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

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 the development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

c) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. If the development is found to have a detrimental impact upon existing television signal reception, 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 each Phase of the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications, pursuant to Manchester Unitary Development Plan policy H2.2.

65) No demolition or refurbishment works shall be undertaken unless and until a detailed daytime internal inspection of each cavity within the wall identified in the letter from S.Irwin 'Buildings at Pollard Street Manchester – Bat/Bird Survey Update' date stamped as received by the local planning authority 9th October 2009, has been undertaken by a licensed expert for the presence of Black Redstarts. Should the survey reveal the presence of any Black Redstarts, all works shall cease until the end of the nesting period and/or a further survey has concluded that no nesting birds are present.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with Policies E2.2, E2.3 and E2.4 of the adopted Manchester Unitary Development Plan.

66) The development hereby approved shall be operated in accordance with the scheme for the maintenance and management of the application site, outlined in the submitted Management Strategy Report October 2009 prepared by CRE8 Management, date stamped as received by the local planning authority on the 9th October 2009. The approved scheme shall be fully implemented and shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the local planning authority.

Reason - In the interests of the visual amenity of the area and of the occupiers of nearby properties in order to comply with policies EM1, EM2, I3.1, and H2.2 of the Unitary Development Plan for the City of Manchester.

67) Prior to the occupation of the hereby approved development, a scheme detailing the hours and extent of use of any external areas of the development shall be submitted to and agreed in writing by the City Council as the Local Planning Authority. The agreed hours of use shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the 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.

68) Before any demolition works take place full details, including scaled siting, elevation, plan and cross section drawings of temporary site hoardings around the phase 2 site shall be submitted to, and approved by the City Council as Local Planning Authority. The details submitted shall include an explanation, in drawings or text, of how the proposed infill panels will resist fly posting and graffiti, and how they will be maintained in good condition. Any works approved in discharge of this condition, shall be implemented in full before any phase or part phase of the development under this planning consent is first used or occupied, or by such time as may be agreed in writing with the Local Planning Authority. The strategy for maintaining the infills shall be operational at all times until the temporary infills are removed from the site.

Reason

In the interests of visual amenity and to ensure that the frontage treatments of the units before occupation has a good appearance within the streetscene, and that this good appearance is maintained, and to reduce the risk of crime pursuant to Policies E3.5 and DC14 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: 091441/OO/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

New East Manchester

Travel Change Team

Environment Agency

GMPT

Greater Manchester Police

United Utilities Water PLC

Greater Manchester Ecology Unit

Greater Manchester Archaeological Unit

Piccadilly Village Residents Association

Apartment 1, 2, 3, 4, 5, 6, 7, 12, 9, 10, 11, 13, 14, 15, Block B, Pollard Street, Manchester, M4 7AJ

Apartment 1, 2, 3, 4, 5, 6, 8, 10, 11, 12, 14, 15, 16, 17, 18, 19, 22, 23, 24, 25, 29, 30, 32, 7, 8, 9, 13, 20, 21, 26, 27, 28, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, Block A, Pollard Street, Manchester, M4 7AJ

D J R Quilters, Victoria House, Great Ancoats Street, Manchester, M4 7EA

2 Pollard Street, Manchester, M4 7DS

Apartment 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 33, 35, 36, Block C, Pollard Street, Manchester, M4 7AL

275 Great Ancoats Street, Manchester, M4 7DB

Apartments 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 13, 15, 16, 17, 18, 19, 26, 107, 109, 110, 113, 112, 119, 120, 72, 11, 12, 14, 20, 21, 22, 23, 24, 25, 28, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 106, 108, 102, 103, 104, 105, 111, 114, 115, 116, 117, 118, Block D, Pollard Street, Manchester, M4 7AT

Netcars Ltd, Block B, Pollard Street, Manchester, M4 7AJ

Business Data & Mobile Solutions Ltd, Block A, Pollard Street, Manchester, M4 7AJ
Business Solutions Centre, Block A, Pollard Street, Manchester, M4 7AJ
City Glass Ltd, 2 Piccadilly Trading Estate, Manchester, M1 2NP
3-5, Piccadilly Trading Estate, Manchester, M1 2NP

Representations were received from the following third parties:

Block D, 12 Pollard Street, Manchester , M4 7AQ
Flat 13, Block C, 12 Pollard Street, Manchester , M4 7AL
Flat 9, Block B, 12-18 Pollard Street, Manchester, M4 7AL
Flat 104 Block D, Albion Works, Manchester, M4 7AT
Flat 17, Block D, Albion works, Manchester, M4 7AQ
Chair of Isis Residents' Committee, Islington Wharf

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk