

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
089876/FO/2009/C1	21st May 2009	23rd Jul 2009	City Centre Ward

**Proposal** Erection of 18 storey hotel, restaurant/bar at first floor, conference facilities at second floor, including a separate ancillary unit at ground floor to be used for Class A1, A2, A3, A4, B1(a), B1(b), C1, D1 or D2 purposes

**Location** 10-12 Whitworth Street West, Manchester, ,

**Applicant** Mr Conal O Neill , ION Equity, 35-38 Huguenot House, St Stephens Green, Dublin 2, Ireland

**Agent** Mr James Lewis, HKR Architects, 73 The Pinnacle, King Street, Manchester, M2 4NG

### **Description**

The application relates to a site on Whitworth St West, currently occupied by a vacant former warehouse, adjacent to the City Road Inn and opposite Deansgate Locks. The site is also bounded by Cameron Street to the west and a railway line and viaduct to the south. There are a number of important buildings in the broader surrounding area including Manchester Central and the associated railway viaduct, Deansgate Locks, Albion Wharf, and Beetham Tower. The site occupies a prominent location and is situated near to a key gateway route into the city centre from the south of the conurbation.

An 18-storey hotel building is proposed and public areas within the hotel include reception, restaurant, bar and meeting/conference facilities. An independent commercial unit is also shown at ground level on the corner of the building closest to the Whitworth St West and Albion St corner. Consent for a range of possible uses for this commercial unit is sought and includes shop (A1), financial or professional services(A2), restaurant or café (A3), drinking establishment (A4), offices (B1), hotel (C1), non residential institutions (D1), and assembly or leisure (D2).

The application site also includes the adjacent pavement area on Whitworth St West which would incorporate a taxi and delivery vehicle drop off lay-by.

The proposed building takes up the same site area occupied by the current building on the site but at its north east corner there is a small oversailing of the floorplate over the first three floors of accommodation which then creates a rectangular floorplate for the bedroom levels above. Within this format however the design includes a tall element, housing bedrooms, above a building base that extends over 3 floors and contains the public hotel areas, fronting Whitworth St West, and the back of house facilities, nearest the railway viaduct to the rear of the site. The higher element has the appearance of being split into two, along its east/ west axis, with that part nearest Whitworth St West being taller to accommodate roof top plant.

This variation in form allows the building elevation to be public areas at ground level to be finished substantially in glass with the bedroom structure above having a more

solid appearance by the use of a rain screen panel with vertical windows. The way the elevations to the bedroom block would vary with the front, Whitworth St West, element including modelling to produce the sense of 'folds', whilst the rear element is flatter with interest being created by variation of colour within the design. The differentiation between these treatments is most obviously seen on the end, east and west, elevations to the scheme.

The plant areas at roof level would be screened by the extension upwards of the Whitworth St West elevation, and the use of vertical metal louvers and semi translucent polycarbonate cladding elsewhere. The low level plant area (adjacent to the railway to the south of the site) would be screened by the use of metal louvers and semi translucent cladding.

There is no car parking proposed for the site and a framework for a travel plan directly associated with the hotel has been submitted. Where guests do us a car the hotel would operate a 'concierge' system with dedicated spaces in local car parks.

### **Consultations**

Head of Regulatory and Enforcement Services - No objections subject to noise attenuation standards and refuse collection and recycling arrangements as described in the submission being implemented, and subject to clarifying detail of how and where emission of fumes will take place

Greater Manchester Police - No objections subject to crime prevention measures identified being implemented.

GMPTE -Comments that the site is well located in relation to public transport but recommends that noise assessments be undertaken given the sites location adjacent to a railway line.

GM Ecology Unit - Recommended conditions restricting demolition of the existing building during the main bird breeding season, and the inclusion biodiversity enhancement on site.

Network Rail - No objections in principle.

CABE - Note that the scheme is different in scale and materials to the area but in principle this could be appropriate subject to high quality detailed design and the choice of appropriate materials. It is important to be sure that the standard of detailing and materials will not be diluted throughout the process of detailed design, procurement and construction. The local authority is urged to request more detailed and prescriptive information on the proposed cladding systems and key construction details before the application is determined.

Publicity - The application has been advertised as a major application, affecting and affecting possible rights of way. Neighbours in the vicinity have been notified of the application and a letter has been received from Ask Property Developments Ltd. supporting the application.

## **Issues**

### National Policy

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

PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed-use developments that create linkages between different uses and create more vibrant places. The principle of this development involves urban regeneration, a quality and safe scheme that would help to create a more vibrant place and is considered to be in accordance with PPS1 by creating linkages between different uses and a more vibrant location.

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

PPS6 is firmly based on the principles of sustainable development and the need to sustain and enhance the role of City Centres for the benefit of all. Key issues include the need to plan for growth and growing City Centres, to tackle exclusion by ensuring access for all to a wide range of everyday goods and services and to promote sustainable patterns of development and less reliance on the car. The redevelopment of this site within the heart of the conurbation, provides a range of facilities and the potential for jobs, that are available to those who live and work in the City, in a highly accessible location would be consistent with PPS6 and would enhance the role of the City Centre and promote a sustainable pattern of development.

#### Planning Policy Guidance Note (PPG13): Transport

The scheme would be located close to all public transport facilities within the City centre, would help to reduce the need to travel by car and make it safer and easier for people to access facilities within the City Centre by public transport, walking and cycling and would therefore be consistent with PPG13.

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

PPG24 outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which will generate noise, introduces the concept of noise exposure categories for residential development, encouraging their use and recommending appropriate levels for exposure to different sources of noise and advises on the use of conditions to minimise the impact of noise. Levels of noise outputs identified are considered acceptable in relation to ambient noise levels and the scheme is therefore consistent with PPG24.

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

The RSS was adopted in September 2008 and replaces the previously published Regional Planning Guidance. The RSS provides a framework for development and

investment in the region over the next fifteen to twenty years. There are policies in the RSS that are relevant to this proposal as note below:

Policy DP2 - Promote Sustainable Communities

Policy DP3 - Promote Sustainable Economic Development

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

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

Policy DP7 - Promote Environmental Quality.

Policy MCR1 - Promote investment and sustainable development in the Regional Centre.

The scheme would; foster sustainable relationships between homes, work places, and regularly used facilities and services (DP2); contribute to sustainable economic growth (DP3); be consistent with the regional and sub-regional spatial frameworks and sub-regional policies by building on existing concentrations of activities and existing infrastructure and by reusing a previously developed site within an established settlement (DP4); be located in an urban area which has a strategic transport network where public transport is well provided and the scheme would be accessible by public transport, walking and cycling, thereby reducing the need to travel by car (DP5); promote good design, add to local distinctiveness, and improve the setting to nearby listed buildings (DP7); and would be generally in accordance with the sub-regional policy framework that relate to the site, especially in regard to promotion of the knowledge economy (MCR1).

Unitary Development Plan (UDP)

The proposal would make a positive contribution to the area, the economy, and street scene, and the application is therefore considered to be consistent with UDP Policies and in particular with policies I3.1 (Employment & Economic Development - Design of Commercial Development) E1.1 (Environmental Improvement & Protection - Air Pollution), E1.4 (Environmental Improvement & Protection - Noise Control), E1.5 (Environmental Improvement & Protection - Energy Conservation), E2.7 (Environmental Improvement and Protection - Historic Buildings), E3.5 (Environmental Improvement & Protection - Safe Environments), T3.7 (Transport - Cycle Parking), R1.1 Regeneration, RC3 (Mixed Uses), RC4 (Environment), RC18 (Pedestrians), RC 7 (Gateway Sites), RC 20 Area 22 (Small area proposals), DC9.1 (New Commercial & Industrial Development - Access for Disabled People), DC19.1 (Listed Buildings), DC26 (Development and Noise).

It is considered that the scheme is consistent with the relevant policies of the UDP as described in the following sections of the report.

### Environmental Impact

It is considered that the information provided to the Local Planning Authority is sufficient to understand the likely environmental effects of the proposal and any mitigation required. The scale of development is appropriate for a city centre context, would reuse a previously developed site, allow a greater use of public transport, and would improve conditions for pedestrians and cyclists in the area. It would assist regeneration of the City and is unlikely to result in significant or unusual adverse impact for local residents. The development would not have more than a local impact and would support the City's objectives of making the Centre a better place to live, study, invest, and visit.

### The Scheme's contribution to regeneration:

The prominent location of the site gives it considerable potential to deliver regeneration benefits within the wider context of the City Centre. The City Centre is the primary driver for the Manchester city region economy and is set to experience further, significant, employment growth that is essential to the long term economic success of the regional economy. In a report to the Executive in October 2008 an area centred on Whitworth St West was identified as well placed to become a 'crucial stepping stone' in terms of encouraging the natural expansion of the city centre. The report also sets out a Development Framework for Whitworth St west which was endorsed by the Executive as a material consideration when determining planning applications within the area. The Framework identifies the proposed mix of uses appropriate in seeking the critical sense of place needed to ensure all round vibrancy and vitality across the area, whilst complementing activities available elsewhere in the city centre core and the more recent development at the nearby First Street scheme. As well as providing an opportunity for a range of office accommodation the locational advantages of the area and its proximity to Manchester Central in particular, is ideally suited to the development of additional hotel facilities, including a landmark mixed use building which would help to identify the important gateway to the city centre. Throughout the area the Framework anticipates active ground floor uses, including small scale retail outlets, bar/restaurant, cultural and community facilities, gallery, leisure and café uses so as to animate the streetscape and contribute to the sense of place.

The scheme would create a vibrant new part of the city centre, creating activity at ground floor level, and attract people into and through this part of the City Centre. The increase in users and visitors the scheme is likely to generate would encourage permeability and footfall. There would also be a number of economic regeneration benefits as the scheme would help to consolidate and add to the diversity of vital functions and activities, promote additional investment opportunities and enhance the City's distinctive quality of architectural and historic fabric. There would be employment opportunities associated with the development, including some during the construction period and once the scheme is operational.

### Design and appearance of the proposed building.

The building design has evolved from a vertical division of hotel rooms in a tower structure, above a base providing public front of house facilities that are directly associated with the Whitworth St West streetscene. In visual terms the tower is split along its east/west axis to create the sense of two slender elements, with that part nearest Whitworth St West being higher to form an enclosure for roof top plant. The

public areas, which extend over three floors, are contained within a substantially glazed element at the base of the building, whilst a cladding solution that creates a number of large scale 'folds' on the principal, Whitworth St West, tower façade, and a 'flatter' treatment on the opposite side of the tower that produces interest by the more obvious use of colour. The difference between these two treatments is most evident on the side elevations to the tower block and this will add visual interest to the overall form and design. The use of quality, robust and appropriate materials seeks to create a landmark development with a strong identity.

Care has been taken to conceal all high level plant within the building envelope to maintain the integrity of the overall form and ensure that clean lines are maintained across the skyline.

In terms of the impact of the scheme on the built environment the importance of the area is its 'gateway' location, leading to the core city centre areas, and its currently improving amenity brought about by the obvious quality of developments now seen here. Such developments include Manchester Central, Beetham Tower, and the Hacienda. Current developments at First Street and the Axis scheme on Trafford St, both for offices, will continue that trend in improvement. A visual assessment of the proposal has been included within the planning submission with a number of viewpoints selected to cover different locations surrounding the development, particularly with reference to views when entering and leaving the Centre on Medlock St and Mosley St, and when on Whitworth St West. The scheme would sit close to the important junction of Whitworth St West and Albion St and with the Axis scheme and the Hacienda building opposite it would form part of a cluster of buildings and reinforce the importance of the gateway route and how this part of the city is connected to core areas beyond.

It is considered that the replacement of what is currently an underused site with a scheme that is contemporary, which relates well to its surroundings and is well designed would be of significant benefit to the site and its environment.

CABE whilst acknowledging the opportunity for a larger building on this site and the potential of the current scheme, has however highlighted the importance of ensuring that the quality of detailed design is sufficient to ensure the high level of architectural interest that is needed. To this end the applicant has been asked to provide further detail in the areas suggested by CABE and to comment on the issues raised. The outcome of that process will be reported to Committee and for that reason any support for the scheme would be on the basis of a 'minded to approve' recommendation.

#### Relationship to Transport Infrastructure, Highway and Traffic Implications

The site is well served by a variety of sustainable modes of transport. The potential for travel by foot and cycle to and from the site is high, with a wide variety of important destinations situated within an acceptable walk or cycle distance of the site..

The site is located within close proximity to Deansgate Station and Oxford Road Station, which are less than ten minutes walk away. There are a number of bus stops

locally, and it is within walking distance of Centres free Metroshuttle bus service, Metrolink tram network, and bus and rail inter-changes.

Whilst there may be some temporary localised impact during construction, it is considered that following completion there would be no increase in traffic during peak hours and only to generate small amounts of traffic, mainly service vehicles, in off peak hours. Servicing access would be off Cameron St.

There is no car parking proposed for the site as part of the current proposal but a framework for a travel plan directly associated with the hotel has been submitted. Where guests do us a car the hotel would operate a 'concierge' system with dedicated spaces in local car parks.

#### Contribution to Public Spaces and Facilities

Although the scheme will build across the full extent of the existing site the contribution that the front of house facilities will make to public pavement areas adjacent the scheme will assist in creating a safe and quality environment.

#### The Effects on the Local Environment

##### Night-time Appearance

The proposal will result in a direct change in surrounding views of the current night time scene, which is considered to be a permanent impact of minor significance.

##### Noise

With any major development that there would be some disturbance caused to nearby building occupiers during the site construction phase; this disruption is considered to be localised and is temporary in nature.

An assessment of noise generation by the development once operational, including internal noise breakout and external building services noise, has been undertaken and a survey to establish ambient noise levels around the site submitted. The survey information was then used to establish the noise limits at the nearest residential façade. The noise attenuation associated with the elevations of the building, which also needs to control external noise ingress to the building will limit the breakout of noise from the building to an acceptable level below ambient levels.

##### Wind

Wind assessments conclude that there is unlikely to be a significant difference in the wind microclimate in the areas surrounding the site which will still be consistent with pedestrians walking or sitting, over short periods, in the area.

##### TV reception

A combination of a desk study and site survey identified that there is unlikely to have an impact on 'freeview' of radio reception, and that development is unlikely to have reached a stage to impact on analogue services by the time these are discontinued during November 2009. The development is expected to cause localised interference to digital satellite television reception for a very small number of properties to the immediate north and northwest of the site on Whitworth St West. Mitigation measures

have been identified and the applicant has confirmed that it would carry out remedial works if required.

#### Sustainable Design & Construction

The Sustainability Statement accompanying the application for planning permission identifies that the development focus is on carbon management, sustainable use of natural resources, designing for longevity, and occupant satisfaction. The building will include features to minimise energy consumption, maximise occupant control of the internal environment. The development will optimise insulation levels and will incorporate passive energy design to maximise the free energy potential from solar gain, passive shading to reduce cooling requirements, and natural daylight. There will be dedicated storage areas for recycled materials.

The scheme is expected to gain a Breeam rating of at least 'very good'.

#### Amenity

With regard to the proposed use and potential noise, it is considered that the building would be suitably insulated to prevent any significant break out of noise, to prevent unacceptable noise transference between the different uses within the building, to prevent its occupiers being disturbed from external noise sources, and to prevent disturbance to occupiers of nearby buildings.

Whilst acknowledging the possibility for some change in the wind environment as a result of the proposal it is considered that properties in the vicinity of the site and further away would not be adversely affected, as a result of the scale or impact of the building, to such a degree that amenity was significantly affected.

#### Safety and security

The density and range of activity within the building would bring significantly more activity into the area, allowing adjacent areas and streets to be overlooked and provide public space that would be used throughout the day and night, contributing towards a safe and secure environment. The ground floor areas of the buildings would contain meeting, and reception space, maximising the active frontage to Whitworth St West. All these measures would encourage passive surveillance.

Greater Manchester Police have been involved in pre-application discussions and provided a Crime Impact Assessment. The applicant has addressed the concerns raised within the Statement and the scheme is expected to achieve Secured by Design accreditation.

#### Access

The proposals have been designed to incorporate inclusive design principles to both the external and internal environment. Additionally, the scheme has been designed to create a safe and secure environment to meet the needs of all its users.

**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 MINDED TO APPROVE**

The application is MINDED TO APPROVE subject to consideration of the applicant's response to the matters raised by the CABE consultation. Subject to this further consideration the proposal is acceptable in terms of impact on regeneration, and character and amenity of the area in which the site is situated, and is in accordance with the Regional Spatial Strategy and the City Council's Unitary Development Plan particular policies I3.1, E1.1, E1.4, E1.5, E2.7, T3.7, R1.1, RC3, RC4, RC7, RC18, DC9.1, DC19.1, and the Small Area Framework for this area (Policy RC20 - Area 22), in that the development would make the area safer; would be of an appropriate standard of design and make a positive contribution towards improving the City's environment; there would not be any significant impacts on the residential amenities of nearby occupiers; the development would reduce air pollution by encouraging alternative forms of transport; would encourage energy conservation by being served by public transport and by energy saving measures within the scheme; would promote regeneration and an improved environment; would extend the range and mix of uses in the area; would be accessible to those with mobility impairment; and there are no material planning considerations to indicate otherwise

### **Conditions and/or Reasons**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as local planning authority:

-Drawings numbered; 00: 017 and 015;  
02: SK- 010/1E, 017/V, 011/Z, 012/X, 013/L, 014/Y, 028/S, 018/G, 029/D;  
04: 001/E, 002/F, 003/D, 004/F;  
05: 101/B, 102/B, 001/B, 002/C.

- Volume 1: Planning Document Incorporating Design and Access Statement, April 2009
- Volume 2: Planning Document Appendices, April 2009
- Volume 3: Planning Addendum Document, May 2009.

Reason: To ensure that the development is carried out in accordance with the approved plans, pursuant to policies E3.5 and RC4 of the Manchester Unitary Development Plan.

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

Reason: To ensure that the development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

In the event the PRA identifies 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 (the Site Investigation Proposal, or SIP) 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 SIP shall be carried out before development commences unless otherwise agreed with the City Council as local planning authority, and a report prepared outlining what measures, if any, are required to remediate the land (the Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then the 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) which shall be submitted to and approved in writing by the City Council as local planning authority

and the development of that phase 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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) Development shall not commence unless and until samples and specifications of all materials to be used in the external areas of the site, including all areas within the site edged red, have been submitted to and approved in writing by the City Council as local planning authority unless otherwise agreed 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. Unless otherwise agreed in writing by the City Council as local planning authority the approved scheme shall be implemented in full not later than 6 months from the date the building is first occupied.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policies E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester and the Guide to Development.

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

Reason: In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 of the Unitary Development Plan for the NW (RPG13) and the principles contained in the Guide to Development in Manchester 2 and PPS1.

7) The Waste Management Strategy identified in Section 5.4.4 to the submitted Volume 1, Planning Documents Incorporating Design and Access Statements, shall be implemented in full as part of the development and shall remain in place whilst the use or development is in operation.

Reason: In the interests of amenity and public health pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester and Guide to Development 2 (SPG).

8) Before the development is first occupied a servicing strategy, including a schedule of loading and unloading times, shall be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

9) The scheme for extraction and discharge of Fumes/Vapours identified in Section 5.0 to Appendix 16 to the submitted Volume 2 Planning Document Appendices shall be implemented as part of the development and shall be operational before the premises are first used and shall remain in place whilst the use or development is in operation. Before development commences the detailed location and appearance of discharge points from the premises shall be submitted to and approved in writing by the City Council as local planning authority. The detail submit shall confirm whether the information includes extract systems directly associated with the ground level 'independent commercial unit'

Reason: In the interests of the amenity of occupiers of nearby properties, pursuant to policy H3.2 of the Unitary Development Plan for the City of Manchester.

10) Details of a Green Travel Plan Strategy for the building hereby approved, including, targets, implementation and monitoring of effectiveness of the Strategy, shall be submitted to and approved in writing by the City Council as local planning authority before the building is first occupied, or as otherwise agreed in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the hotel and its management will adopt to secure the targets of the overall Green Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the City Council as local planning authority and any measures that are identified that can improve the effectiveness of the Green Travel Plan Strategy shall be adopted and implemented.

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies E1.1 and T3.1 of the Unitary Development Plan for the City of Manchester.

11) Studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact area, as defined in the submitted Environmental Impact Statement, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact

area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above unless otherwise agreed in writing with the City Council as local planning authority.

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 effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception as advised in PPG 8 and pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) No externally mounted telecommunications equipment or any other plant or equipment, other than that currently included within the approved drawings, shall be mounted on any part of the buildings hereby approved, including the roofs, unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interest of visual amenity and pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester.

13) 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 or as otherwise agreed in writing by the City Council as local planning authority and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interests of local amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

14) The development shall only be carried out in accordance with the recommendations contained within pages 12 to 14 of the Crime Impact Statement and confirmed by Section 4.13 to the submitted Volume 3 Planning Addendum Documents. The development hereby approved shall not be occupied or used, unless otherwise agreed in writing by the City Council as local planning authority, 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".

15) Before development commences samples and specifications of all materials to be used on external elevations and roofs of the development shall be 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 and in the interests of visual amenity of the area within which the development is located, as specified in policy E3.3 of the Unitary Development Plan for the City of Manchester.

16) No development that is hereby approved shall commence unless and until a large scale sample panels with minimum dimensions to be agreed in writing by the City Council as local planning authority, to show the relationship and appearance of the glass and rain screen materials to be used on the building elevations has been constructed on the site and approved in writing by the City Council as local planning authority. The sample panel shall include any details or treatments to be applied to the elevation materials and shall include a full specification of the materials and any treatments. 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 of the Unitary Development Plan for the City of Manchester.

17) ) The acoustic insulation and associated noise control recommendations of contained within Appendix 6 to the submitted Volume 2 Planning Document Appendices and Section 4.11 to the submitted Volume 3 Planning Addendum Document shall be implemented in full before any part of the building is first occupied, or as otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interests of the amenity of occupiers of nearby properties, pursuant to policy H3.2 of the Unitary Development Plan for the City of Manchester.

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

Reason - For the avoidance of doubt and so as to provide direct access for all, pursuant to policy DC9.1 of the Unitary Development Plan for the City of Manchester, and to the Guide to Development 2 (SPG)

19) ) The development shall not commence unless and until a Construction Management Plan, including a site Waste management Plan, has been submitted to and approved in writing by the City Council as local planning authority. The strategy shall include details on the timing of construction of scaffolding, the lighting and operation of cranes during construction, and a Human Impact Management Plan.

Reason - In the interests of amenity during the construction period, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester and to the Guide to Development 2 (SPG).

20) The works required to layout and amend the public pavement area to provide a lay-by on Whitworth St w as shown in the approved drawings shall be carried out at the expense of the applicant.

Reason: To ensure that a satisfactory scheme is carried out pursuant to policies E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester and the Guide to Development.

### **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: 089876/FO/2009/C1 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  
Environment & Operations (Highway Authority)  
Environment & Operations (Refuse & Sustainability)  
City Centre Regeneration  
Commission For Architecture And The Built Environment  
GMPTE  
Greater Manchester Police  
Greater Manchester Ecology Unit  
Greater Manchester Archaeological Unit  
Network Rail  
Revolution, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
Fat Cat, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
Sugar Lounge, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
C P Hart Ltd, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
The Comedy Store, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
Loaf, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
The Lock Restaurant & Bar, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
The Bar, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
Baa Bar, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
Arq, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH  
Ask Morgan Stanley Fund, Ask Property Developments, The Old School House, George Leigh Street, Manchester, M4 6AF  
Lock Keeper`s Cottage, 9 Century Street, Manchester, M3 4QL  
Hilton Manchester Deansgate, Wrendal House, 2 Whitworth Street West, Manchester, M1 5WY  
Matrix (uk) Ltd, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
Sol Acoustics, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
M J I Consulting, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
Montpellier Group Property Division, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
Saloni, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
Rating Advisory Bureau, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
Concept Australia Ltd, Albion Wharf, 19 Albion Street, Manchester, M1 5LN

Westhawk Ltd, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
A G P Architects Ltd, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
Miller Consulting Plc, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
Mitchell Consulting, Albion Wharf, 19 Albion Street, Manchester, M1 5LN  
321, 11 Whitworth Street West, Manchester, M1 5DB  
315, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE  
304, 11 Whitworth Street West, Manchester, M1 5DB  
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Apartment 30, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
Apartment 36, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
Apartment 28, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
Apartment 34, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
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Apartment 46, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
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Apartment 74, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
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Apartment 12, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
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Apartment 33, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
405, 11 Whitworth Street West, Manchester, M1 5DD  
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801, 11 Whitworth Street West, Manchester, M1 5DD  
607, 11 Whitworth Street West, Manchester, M1 5DD  
303, 11 Whitworth Street West, Manchester, M1 5DB  
Jefferson Sheard Architects (uk) Ltd, The Hacienda, 21 Albion Street, Manchester,  
M1 5DA  
109, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE  
Apartment 13, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
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Apartment 67, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
Apartment 29, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
The Beatie Partnership, Madison House, 37 Little Peter Street, Manchester, M15  
4QJ  
Dawson Design, Unit 1, The Ropeworks, 35 Little Peter Street, Manchester, M15  
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Apartment 24, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
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Apartment 2a, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
Apartment 50, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
Apartment 57, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
Blue Rainbow Apartments Ltd, 16 Albion Street, Manchester, M1 5NZ  
G T Autos, 88 Hewitt Street, Manchester, M15 4GB  
Kickstart Motorcycles, 86 Hewitt Street, Manchester, M15 4GB  
14-32, Hewitt Street, Manchester, M15 4GB  
Lion Eyes Television Ltd, 6 Hewitt Street, Manchester, M15 4GB  
4 Whitworth Street West, Manchester, M1 5WY  
Apartment 15, The Ropeworks, 35 Little Peter Street, Manchester, M15 4QJ  
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Obsessions, 2 Whitworth Street West, Manchester, M1 5WZ  
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618, 11 Whitworth Street West, Manchester, M1 5DD  
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Enterprise House, 15 Whitworth Street West, Manchester, M1 5WG  
214, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE  
620, 11 Whitworth Street West, Manchester, M1 5DD  
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119, 11 Whitworth Street West, Manchester, M1 5DB  
314, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE  
501, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE  
M G Mechanical Services, 82 Hewitt Street, Manchester, M15 4GB

The City Road Inn, 14 Albion Street, Manchester, M1 5NZ  
114, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE  
108, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE  
122, 11 Whitworth Street West, Manchester, M1 5DB  
513, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE  
G10, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE

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

Environmental Health

GMPTE

Greater Manchester Police

Greater Manchester Ecology Unit

Network Rail

Ask Morgan Stanley Fund, Ask Property Developments, The Old School House,  
George Leigh Street, Manchester, M4 6AF

**Relevant Contact Officer :** Richard Llewellyn  
**Telephone number :** 0161 234 4554  
**Email :** r.llewellyn@manchester.gov.uk