

Application Number's	Date of Appln	Committee Date	Ward
102607/FO/2013/C1 102629/LO/2013/C1 102629/CC/2013/C	3rd Jun 2013	25th Jul 2013	City Centre Ward

Proposal Erection of 14 storey building above lower ground floor and refurbishment and restoration of City Buildings to create hotel accommodation (187 bedrooms) above associated hotel bar and restaurant uses at ground floor with ancillary basement accommodation (City Buildings) and ground floor space for Class A1 (Shop) or Class A2 (Financial and Professional Services) Use, or Class A3 (Restaurant and Cafe Use)(New Build) and associated works to adjacent pavements and to facilitate the servicing of the building, following demolition of 40-44 Long Millgate

Listed Building Consent for internal and external alterations to City Buildings to facilitate its reuse and incorporation into proposed hotel development.

Conservation Area Consent for demolition of 40-44 Long Millgate.

Location The City Building Site Land Bounded By Corporation Street, Todd Street, Haliwell Street And Long Millgate, Manchester,

Applicant The Co-operative Group Ltd and Sanguine Hospitality Ltd, C/O Agent,

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF,

Background

Planning permission, listed building and conservation area consent were granted by the Planning and Highways Committee in December 2011 (under application ref no's 097570/FO/2011/C1, 097571/LO/2011/C1 and 097572/CC/2011/C1) for the erection of 14 storey building, above lower ground floor, and the refurbishment and restoration of City Buildings to create hotel accommodation (162 bedrooms and 6 suites) above a bar and restaurant with ancillary basement accommodation and ground floor space for Class A1 (Shop) and Class A2 (Financial and Professional Services) Use. It also included associated works to adjacent pavements and to facilitate the servicing of the building. It required the demolition of 40-44 Long Millgate and internal and external alterations to City Buildings to facilitate its reuse and incorporation into proposed hotel development. Since then, a number of relatively minor changes have been made to the scheme in order to ensure that it meets occupier requirements and those of other committed end users. Whilst the changes in themselves are of a minor nature and, the principles of the development have not changed from that originally proposed, the collective extent of the changes is considered to be of a nature and level which requires the applications to be resubmitted and reconsidered by the City Council.

The current applications have of course been assessed in the context of policies contained in the now adopted Core Strategy and National Planning Policy Framework which respectively were emerging and not in place at the time that the previous scheme was considered.

Description of the Site

The application relates to a 0.2 hectare site bounded by Corporation Street, Todd Street, the metrolink lines to Victoria Station, and Long Millgate and lies immediately adjacent to Victoria Station. The site is currently semi derelict and partly occupied by the Grade II Listed City Buildings which lie at the junction of Corporation Street and Todd Street and a former Post Office building at 40-44 Long Millgate. The remainder of the site is vacant following the demolition of a number of buildings in the late 20th century.

Investment levels have increased in the northern part of the City Centre recently especially at NOMA, Chethams and Urbis. The site is at the heart of a number of important projects within the area which are being brought forward by the City Council and its partners to transform the Northern Gateway including the Co-operative Group Headquarters, Chetham's School of Music, the refurbishment/improvement of Victoria Station, the refurbishment and conversion of Hanover Buildings to accommodate office and retail use and the works proposed as part of the Metrolink Second City Crossing.

The site is located within the Cathedral Conservation Area and adjacent to the Shudehill Conservation Area. It is one of the oldest parts of the City with a rich history. There are a number of listed buildings within the vicinity including Victoria Station, Hanover Building, Millgate Building and Vallins Building (all Grade II) and the College House and Chetham's Library (Grade I Listed Medieval Buildings) which along with the Grade I listed Cathedral form an important part of the medieval quarter.

Both City Buildings and the former Post Office were in commercial use until around 2004 but have since been vacant and have deteriorated considerably.

This site is an important gateway into the city centre for commuters, visitors and tourists arriving at Victoria Station and as such there is a high level of pedestrian and vehicular activity. The area around the application site is characterised by a mixture of land use types including cultural / entertainment uses (the National Football Museum, Chetham's, the Cathedral, and the MEN Arena), public transport nodes (Victoria Station and Shudehill Interchange), offices, educational uses and public spaces. The only nearby residential accommodation is the boarding accommodation at Chetham's School of Music.

City Buildings was designed as a purpose-built commercial venture, with retail use at the street frontage. The building is typical of a post 1840 commercial warehouse and comprises four storeys with a basement level and is set around a central courtyard. The building is sandstone, with red brick to the rear and side elevations and a slate roof. The space within the courtyard has been altered to accommodate a fire escape and a number of window openings have been substantially altered to accommodate

this structure. The architectural prominence of this building is emphasising product of its corner apex. The shop fronts on Todd Street and Corporation Street have been significantly altered are now boarded up. They do however, retain original stone pilasters with foliated capitals between the shops and a number of cast iron barley-sugar mullions. The staircase leading up from the Corporation Street entrance has been substantially altered following the insertion of the lift shaft which sits within the once open stair well.

The building retains many of its original features externally but the interior has suffered from unauthorised access in recent years and there has been vandalism, serious anti-social behaviour and years of neglect. All the original fireplaces, fire surrounds and doors have been removed. The internal arrangement of rooms is formed around the central internal courtyard. The plan form of each floor is principally the same with the Todd Street and Corporation Street sides split into 4 rooms with two larger rooms to the rear of the north side of the building. A corridor provides independent access to each room. The rooms facing the street contain (in various states of completeness and condition) simple plain skirtings, cornices and door and window frames. These rooms were used as offices. The two large rooms to the north side of the building do not contain any embellishment and are of painted brick; in some areas modern plaster has been applied to the walls.

The building is now in a poor state of repair and has been scaffolded owing to concerns about its stability. The condition of the roof and gutters (much of which is missing) is in a particularly poor condition resulting in severe water ingress and consequential damage to timber floors and roof supports.

40-44 Long Millgate comprises 2 bays and 3 storeys with a basement and is constructed of red brick with dressed stone quoins. The roof is a double pitch with slate coverings and the window openings are framed with sandstone. There are two chimney breasts to the east side of the building; but the chimney stacks above roof level have been removed.

The urban grain in the vicinity of the application site varies with the irregular medieval street pattern, open spaces and gardens surrounding the nearby Cathedral, the strong linear form of streets such as Corporation Street and the density of buildings within the Shudehill Conservation Area.

Description of the Proposals.

Consent is sought for the erection of a 15 floor building and the refurbishment and restoration of City Buildings to create hotel accommodation (187 bedrooms) above a hotel bar and restaurant at ground floor with ancillary basement accommodation in City Buildings and ground floor space for Class A1 (Shop) or Class A2 (Financial and Professional Services) Use, or Class A3 (Restaurant and Cafe Use)(New Build) and associated works to adjacent pavements to facilitate the servicing of the building, following demolition of 40-44 Long Millgate.

The new build element would provide:

157 hotel bedrooms split across the 1st to 12th floor and 6 suites on the top floor;

a lower ground floor reception, Class A1, A2 or A3 Use and kitchen area; and upper ground floor ancillary uses including offices, maintenance/ workshop area, hotel storage facilities, a plant services area and substation.

Within City Buildings there would be:

A restaurant and bar use at ground floor level;
24 bedrooms (8 on each of the 1st, 2nd and 3rd floor levels); and
associated hotel and restaurant storage, staff welfare accommodation, storage facilities, toilets and a gym in the basement.

The proposed new building would have a circular shape and would be constructed from a combination of lightweight glazing, powder coated aluminium curtain walling and pre-cast concrete panels. The building would have a strongly defined tripartite appearance.

City Buildings would be physically linked to the new build element at ground to 3rd floor level via a new lift core and the hotel entrance and reception area.

The works to City Buildings would include:

- Stripping out all the existing shop fronts, making good and bringing the street elevation back to its basic structure of columns and cornice;
- Repair and refurbish existing welsh slate roof and replace slates and battens, rafters, purlins and trusses as required.
- Stripping out and expose lightwell to original state.
- Removal of 20th Century fire escape from within lightwell.
- Installation of glazed roof above atrium.
- Removal and replacement of decayed timber following treatment of affected areas.
- Formation of openings within internal accommodation

In support of the overall redevelopment of the site the applicants have stated the following:

The site is located adjacent to Victoria Station and is blight on the area and is an eyesore to the millions of passengers who pass through the station.

Whilst the short-term future of the City Buildings has been safeguarded, through urgent remedial work by the current owner, the site requires significant investment and viable long-term use to safeguard its long term future.

A significant sum of money is required for the renovation of the listed building which affects its commercial viability.

The Co-operate Group has entered into a partnership with Sanguine Hospitality who are the developers and operators of a large number of hotels and a development agreement is in place between the two parties to deliver the project.

The Hotel Indigo brand is particularly well suited to the retention and enhancement of City Buildings as a heritage asset, as it aims to work with the physical opportunities that the Listed Building provides.

The proposals would represent a key gateway project within the NOMA Masterplan area and a fundamental part of the future regeneration of the Northern Gateway.

The site affects a number of important projects within the area which are being brought forward by the City Council and its sector partners to transform the Northern Gateway and the overall level of investment that is proposed could be compromised if the redevelopment of this site is not secured.

The proposals would extend the critical mass of the City Centre quality uses providing an important stepping stone and linkage northwards.

Given the significant committed investment around this site, the sympathetic redevelopment that this project would deliver is vital to the ongoing regeneration of the northern part of the City Centre.

The hotel would represent £26 million of direct investment for the City and would create around 28 construction jobs and around 188 full time equivalent jobs once operational.

The demolition of 40-44 Long Millgate allows a more effective use of site and the ability to position the new landmark hotel building in its place.

The development would be expected to achieve a BREEAM rating of at least 'very good' and is aspiring to excellent.

Service access would be from Long Millgate via Todd Street

Cycle parking and showering and changing facilities would be provided within the basement for staff.

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified about the applications and they have been advertised in the local press as follows:

102607 – Major development, affecting the setting of a listed building and affecting a conservation area;

102626 – Affecting a listed building;

102629 – Affecting a conservation area.

Site notices have also been placed adjacent to the application sites. No representations have been received.

The Head of Neighbourhood Services (Highway Services) - Has no objections subject to agreement of details of any necessary temporary relocation of traffic, the location of the crane tower and the loading and unloading of vehicles during the development phase. They have also stated that the developer will have to enter into a Section 278 agreement regarding the adjustment of the existing Traffic Regulation Orders on Long Millgate to permit servicing from the Long Millgate layby once the hotel is operational.

Head of Regulatory Services (Contaminated Land) – recommends a condition be imposed which requires further investigative procedures and reports be carried out along with a scheme for any necessary remediation measures.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends that conditions relating to the acoustic insulation of the premises including noise from nearby roads and metrolink lines and any associated plant and equipment, the extraction of fumes, the storage and disposal of refuse, the hours during which deliveries can take place, the hours of operation of the retail units, the hours of operation of any external areas and the need to ensure that the development is adequately protected from re-radiated noise from adjacent traffic in particular with the introduction of the Second City Crossing.

Transport for Greater Manchester – have been working with the developer to ensure that the City Buildings and Metrolink schemes are fully integrated and have requested that a number of conditions be attached to any consent granted relating to the need for a Construction Management Plan, the design of thresholds between the property, the Metrolink Second City Crossing and the Victoria Station Improvement works, a scheme of mitigation for any noise and vibration from future metrolink operation, the safeguarding of overhead line building fixings and the need for a Temporary Traffic Management Plan to address bus routing and bus stop closures during the development phase.

Victorian Society – Whilst no further comments have been received on this revised application, when commenting on the previous application they welcomed the retention and reuse of the listed building but had reservations about the scale and form of the new building and its effect on the listed building and the conservation area and felt that the standard of design was not to an appropriate standard given the prominence of this site. They had concerns about the prominence of the lift shaft and feel that the building would work better if the circular form were continued around it rather than being interrupted for the shaft.

They emphasised the importance of an exemplary restoration of City Buildings as they felt that this would mitigate the harm that will inevitably be caused to the setting of the listed building by the erection of such a large building next to it.

They believed that the missing chimney stack towards the missing end of the rear façade should be reinstated and felt that the structural and financial implications to the development of this that the applicants have outlined are trivial as the building was built to support such a stack. They felt that the reinstatement is important in terms of mitigating the negative impact of the erection of such a high building and the impact that this would have on the setting of the adjacent listed building.

Whilst they accept that the cost of a full restoration of the main staircase would be prohibitive, they believe that the design of the new sections of banister and balusters should be inspired by materials and form of the historic elements rather than making use of a glazed design. They also believe that the remaining sections of handrail and baluster should be repaired and not enveloped allowing the history of the staircase to be read whilst ensuring that the new work is sympathetic to the old.

Provided that the above was taken on board they were happy for the Council to grant consent for this scheme.

English Heritage – Commenting on the previous applications had no objection to the applications, subject to the imposition of appropriate conditions to monitor the elevation materials on the new-build section and the restored historic building.

They believed that the proposals, would minimise the loss of significant fabric and that whilst the proposed development will have a substantial impact on the historic environment that this particular site is able to accommodate the scale, height, and mass of the proposed tower without substantial compromise to the setting of the adjacent listed buildings or the wider character of the conservation areas.

They felt that the scale and drum-like form of the tower would make a positive contribution to the diverse group of landmark buildings within the Cathedral Conservation Area and consequently, they were satisfied that the proposal would contribute a new positive landmark to the cityscape and Manchester's historic environment.

Commenting on the revised scheme they add that the revised applications propose modest alterations from the consented scheme for refurbishment and restoration of the City Buildings, demolition of the former Post Office, and the creation of a new thirteen storey hotel. The revisions include the creation of an additional nine bedrooms, the relocation of the restaurant, resulting changes to the layout, and minor changes to the design of the lift tower to the new build element of the scheme.

Overall they feel that the revisions will have a beneficial effect on the special interest of the listed building and the character of the Conservation Area, and the changes to the new build element will also be positive to the character of the Conservation Area and the setting of the adjacent listed buildings.

Greater Manchester Police (Design for Security) – Have no objection subject to the recommendations contained in the Crime Impact Statement being implemented as part of the scheme and can see no reason why the development cannot achieve Secure by Design accreditation

Greater Manchester Ecology Group – No representations received.

Network Rail – Have no objections but have requested that they see construction sequencing information on the proposal and have stated that they will need to liaise directly with the applicant/developer about this to ensure that the development is co-ordinated appropriately with the Victoria Station works.

They have also requested that a condition requiring submission and approval of Construction Management Plan be attached to any consent granted and that the strategy needs to be taken into account with regards to the station works.

United Utilities - have no objection to the proposed development providing specific conditions are included in any planning permission granted relating to the following:

- That surface water discharge rate from this site does not exceed 60l/s
- That this site must be drained on a separate system, with only foul drainage connected into the foul sewer and that surface water should discharge to the nearby sewer at a rate not exceeding 60 litres per second.
- That a public sewer crosses this site which they will not permit building over and that they will require an access strip width of 7 metres, 3.5 metres either side of the centre line of the sewer. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

They have also noted the following:

- That they can readily supply water for domestic purposes, but for larger quantities they will need further information before they can determine whether the local network can support this development and they also note that for properties over two stories high they recommend that the developer considers the installation of tanks and pumps.
- That their water mains may need extending to serve any development on this site. The applicant, who may be required to pay a capital contribution, will need to sign an Agreement under Sections 41, 42 & 43 of the Water Industry Act 1991.
- That a separate metered supply to each unit will be required at the applicant's expense and all internal pipe work must comply with current water supply (water fittings) regulations 1999.

Greater Manchester Archaeological Unit – Commenting on the original submission noted the Desk Based Assessment submitted with the application and believed that this successfully drew together and considered evidence for the past use of the development site. They stated that the report recognises that the site retains some below-ground archaeological heritage interest however this has been assessed as being of less than nationally important (6.2). In line with PPS5 Policy HE12.3 the report made specific recommendations for the investigation and recording of archaeological heritage assets as a condition of planning consent (6.3 – 6.5). GMAU accepted the recommendations for conditioned recording of heritage assets set-out in both the Heritage Assessment (HA) and the DBA.

GMAU recommended that the site's heritage interests be addressed and recorded through a conditioned programme of building recording and below-ground archaeological works.

Manchester Conservation Areas and Historic Buildings Panel – Given the extent of the changes to the scheme the Panel have not been re-consulted on this new application. However it is noted that commenting on the original application they were concerned with the height of the building. They felt that the character of the immediate area around the site was of medium rise buildings with the higher buildings further down Corporation Street and that there is a significant group of historic buildings that add to the character of the area whereas buildings with any significant height are nearer to the CIS building.

The Panel felt that the height and shape of the drum tower will detract from the iconic stature, unusual form and one-off event quality Urbis building. The drum tower has no meaning in relation to other buildings, has no urban design justification and will be seen as a misfit in the townscape.

The Panel felt that some form of development is needed. However, it should be appropriate and this current proposal creates a crush in the Cathedral Conservation Area with new and expanding developments squeezing out the old. The introduction of this building shatters the cohesiveness of the area which is an important gateway into the city for visitors.

The Panel believed that if the tower is to dominate the skyline it should be different and potentially have a new roof form.

Although the Panel were pleased that the Co-op have taken on board the City Buildings and appreciate that the cost of renovating and refurbishing them relies on potential monies raised from the lease of the tower it was felt that the tower element could be reduced down to seven or eight storeys.

The Panel directed the planning officer to the panel minutes for information on previous planning applications on this site. The panel noted that an application had been made for 40-44 Long Millgate to be Listed (subsequently rejected) and even if it didn't become listed believed that there was still the contribution the building makes to the Conservation Area to be considered, and how an alternative proposal that includes it on a reduced site can compare.

The Panel believe that the façade of City Buildings has a strong relationship with Victoria Station and that the vista from Corporation Street should be preserved and the station clock still remain visible. There is a clear visual relationship of materials, fenestration pattern and variations of height between Victoria Station and City Buildings and the new development should be set back from the station front. It was felt that the significance of the positive corner of City Buildings on Todd Street will be lost by the domination of the tower

The Panel were pleased to see the proposed restoration and repair of the clock and chimneys on City Buildings and hope that cast iron window frames and wrought iron gates can be retained and incorporated into the scheme.

There should be provision made by the building owners to make City Buildings safe and watertight should the development not go ahead.

It was felt that overall the proposals whilst on the positive side repair and bring City Buildings back into reuse, the new build elements would damage the setting of the listed buildings and would be detrimental to the character of the conservation area and views and in and out of it.

ISSUES

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. The proposed development complies with the following policies.

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

"Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4,7,10 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy- The proposals represent a key project within NOMA, which involves the comprehensive regeneration of a 20 acre site in the north of the city centre that is being brought forward by the Coop Group in partnership with the City Council. The proposals would develop an underutilised, previously developed site to provide high-quality accommodation and facilities for both visitors to and users of the City Centre. This would assist in building a strong economy on several levels through the creation of employment during construction along with permanent employment from the proposed hotel and ground floor activity.

Section 2 Ensuring the Vitality of Town Centres, - the proposal would develop a key site within the city centre to a high standard.

Section 4 Promoting Sustainable Transport – the application site is in a highly accessible location in close proximity to Victoria Station, the tram network and the bus network via the Transport Interchange on Shudehill. The proposed development would therefore facilitate sustainable development and contribute to wider sustainability and health objectives and give people a real choice about how they travel.

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration, consultation and evolution. The proposed sensitive restoration and refurbishment of the listed building would be of a high quality and these works would significantly improve the appearance of the building within the

street scene and would along with the adjacent new build element result in a development which would be well integrated into the natural, built and historic environment.

Section 10 Meeting the challenge of climate change, flooding and coastal change – The buildings are in a highly sustainable location and would aim to secure a Bream very good aspiring to excellent.

Section 12 Conserving and Enhancing the Historic Environment- The proposals would enhance the appearance of the listed City Buildings within the street scene whilst the development of as a whole has been designed to ensure that the significance of adjacent heritage assets is retained and enhanced.

Relevant Local Policies

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives of relevance to this application that form the basis of the policies contained there in as follows:

SO1. Spatial Principles – which provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy – which supports a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location.

SO5. Transport – which seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location and reduce the need to travel by private car and make the most effective use of existing public transport facilities.

SO6. Environment – the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;

- support biodiversity and wildlife;
- improve air, water and land quality;
- improve recreational opportunities; and

So as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) – the development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre.

The proposals would be consistent with the Manchester City Centre Strategic Plan in relation to the regeneration of the Victoria and wider NOMA area with regard to the character, issues and strategy for the area.

In addition it would provide good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would both enhance and create character, reuse previously developed land and reduce the need to travel

Policy EC1 – Land for Employment and Economic Development – The proposals would support the City's economic performance and by developing a site in the north of the City Centre, help to spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities and help to create inclusive sustainable communities.

The application site is well connected to the City's existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use.

The City Centre is a key location for major employment growth and the proposals would create a number of new jobs during the construction phase and operation which would in turn contribute to economic growth.

The design of the development would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area, and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe).- The proposal is an early project within NOMA and this scheme is capable of being the catalyst that would assist in the delivery of the broader objectives for an area that has now become a focal point for investment and the next phase of regeneration within the City. The proposals would deliver a product that would complement other schemes in the development pipeline.

Policy CC4 – Visitors, tourist, culture and leisure - The proposed hotel would as well as improving the infrastructure to accommodate visitors , contribute to the quality of the City Centre hotel offer improving the high-end hotel and destination restaurant in

a part of the City Centre which lies in close proximity to a number of visitor attractions including Urbis, Manchester Cathedral and Cathedral Gardens, Chetham's School of Music, the MEN Arena and many others.

Policy CC5 – Transport – The proposal due to its location would contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and maximise the efficient use of land.

Policy CC7 Mixed Use Development - The proposals would deliver a high quality of hotel with retail floorspace at the lower levels which would ensure that the key building frontages contain activity and animation and would significantly enhance this gateway location.

Policy CC8 Change and Renewal -The proposed development would create temporary employment during construction along with permanent employment from the proposed uses and as such contribute to the City Centre's role in terms of employment and retail growth as well as improving its accessibility and legibility. The proposals form one of the eight key projects forming the short-term, immediate focus of the Noma regeneration strategy.

CC9 – Design and Heritage- The proposed new building would have a high standard of design appropriate to its context and the character of the area and it would not have an adverse impact on the setting of adjacent listed buildings or the Conservation Area. The inclusion of the listed City Buildings within the proposals would enhance a heritage assets including the building and other adjacent listed buildings and the conservation area. The loss of 40-44 Long Millgate would cause harm, but this harm would be less than substantial and this loss would be outweighed by the positive benefits of the proposed development.

Policy CC10 A Place of Everyone – The proposals would deliver new areas of hard landscaping of a high design quality.

Policy T1 Sustainable Transport – The proposed development, owing to its proximity to all modes of public transport, would encourage modal shift away from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 Accessible Areas of Opportunity and Need – The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN2 Tall Buildings - The proposal would be classified as a tall building but would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits. A Tall Building Statement submitted with the application identifies key views and assesses the impact of the proposed tall building upon these. It also evaluates the tall building in terms of its relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

Policy EN3 Heritage – The proposals would include the re-use of a heritage asset within the development in a manner in keeping with its significance and would both preserve and enhance the character of the listed building and the adjacent conservation area complimenting the distinct historic and heritage features of this part of the City Centre.

The proposals would deliver significant benefits to the Listed Building overall and a range of wider economic and social regenerative benefits to the wider area and the City as a whole.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - being over 1,000 sqm the development would be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. The application is supported by an Energy Statement, which sets out how the proposals seek to meet the requirements of this policy.

Policy EN 8 -Adaptation to Climate Change - The application is supported by a BREEAM Pre-Assessment, which identifies measures that are to be included within the development to target a BREEAM 'very good' rating aspiring to 'excellent'.

Policy EN 16 - Air Quality The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 18 - Contaminated Land and Ground Stability- A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste – The development will be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation.

The Strategy states that coordination through the onsite management team will ensure the various waste streams throughout the development are appropriately managed.

Policy DM 1- Development Management – sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal: :

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These are considered in detail in below.

Saved UDP Policies –For the reasons outlined below the proposed development is consistent with the following policies contained in the Unitary Development Plan for the City of Manchester (UDP):

Policy DC10.1 Food and Drink Use – The proposals include a new restaurant and bar, which will be ancillary to the hotel. These facilities will be will be of a small-scale and are appropriate within this location

DC14 (Shop Fronts and Related Signs) - it is considered that the proposed shopfronts would be in keeping with the character of the building and all parts of the development would be fully accessible.

DC18.1 Conservation Areas – the proposed development would enhance the setting of the Cathedral Conservation Area and nearby Shudehill Conservation Area. In terms of consent for the demolition of a building in conservation area the policy states that consent will only be granted only where it can be shown that the building it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the character of the area. It is considered that on balance the case for demolition has been made and the principle of the demolition of 40-44 Long Millgate is discussed in more details below.

DC19.1 Listed Buildings – the proposed development would not for the reasons outlined in more detail below have an adverse effect on the listed buildings architectural or historical character and indeed would on balance enhance the character of the building, its appearance within the street scene and secure its long term future use.

Policy DC20 Archaeology – Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

DC26.1 Development and Noise - which details how the development control process will be used to reduce the impact of noise on people living and working in the City this issue is looked at in detail below.

DC26.5 Development and Noise - which states that the Council will control noise levels by requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate. This issue is looked at in detail below

Manchester City Centre Strategic Plan- The Manchester City Centre Strategic Plan (published in 2009) presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 – 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

The site falls within Victoria, an area that is identified as representing a major opportunity to extend the commercial core of the City Centre and better integrate areas outside the Inner Relief route.

One of the last remaining strategic objectives of the original city centre renewal programme is the transformation of the northern part of the City Centre, to create a new gateway destination with a modern and diverse retail and business offer, regional leisure facilities and world-class public realm. Improvements to the public realm around Victoria and accessibility in the City Centre are also key priorities within the Placemaking objective.

The proposals would make a significant contribution towards these objectives.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) – Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The proposals are consistent with these principles.

(NOMA)- In July 2009 the Executive endorsed a Regeneration Strategy for the NOMA area that includes the application site following a period of public consultation and requested that the Planning and Highways Committee take this into consideration when determining planning applications in the area. The Strategy proposes the development of a major commercially led, mixed-use destination within this area of the City Centre.

The regeneration strategy is being taken forward by The Co-operative Group in partnership with Manchester City Council and will deliver essential infrastructure and key flagship schemes, which would have a catalytic regeneration effect, bringing about transformation of the area and creating a platform for further investment. The regeneration strategy aims to transform 20 acres of the City Centre and deliver 4

million sq. ft of mixed use development. It is forecasted that the area would see an overall increase of 14,500 jobs between 2013 and 2020. The Co-operative has invested £130 million in a new headquarters on Miller Street, and has committed an additional £26 million to this scheme. The proposals are consistent with the aims and objectives of this strategy.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with relevant consultees and it is considered that the issues that could give rise to significant impact are:

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

Ground Conditions and Contamination
Noise and vibration;
Sunlight/daylight/overshadowing
TV and radio reception;
Sustainability.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Legislative requirements

Section 16 (2) of Listed Building Act 1990 provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 of the Listed Building Act provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area,

special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

The Scheme's contribution to regeneration

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

The application site has suffered from years of neglect and has attracted anti-social behaviour resulting in the building falling into a severely dilapidated state such that the site has become an area of urban blight on a key gateway site within the City Centre. Over the years, the site has been the subject of a number development schemes that have not been taken forward.

When the applicants acquired the site in 2010 it was identified as one of eight key short term projects that would form part of the immediate focus of NOMA. These eight projects comprise essential infrastructure and key flagship schemes which will have a catalytic regeneration effect on the area. The proposal therefore represents a significant phase of the NOMA regeneration strategy. It is envisaged that NOMA will deliver almost 400,000 sq. m of mixed-use development, to complement the commercial offer in the City Centre and reinvigorate a previously under-used area. It would help to transform the northern quadrant of Manchester City Centre and form a key part of the continuing evolution and growth of the City Centre. NOMA is capable of bringing new businesses and new jobs to the city – including major head offices and office occupiers which would create significant economic growth.

The application is made in partnership with a premium boutique hotel operator and is intended to deliver a destination hotel in a key strategic City Centre location close to a number of attractions including Urbis and the soon to open National Football Museum, Manchester Cathedral, Cathedral Gardens and Chetham's School of music and the MEN arena. Hotel Indigo's approach is one of local sourcing in terms of supply chain e.g. linen, food, laundry and recruitment of construction and operational staff.

In view of the above the proposals contained within these applications are important components of the wider regeneration of City Centre and would contribute toward encouraging, implementing and maintaining the momentum of key regeneration projects including Victoria Station and NOMA. It is considered that the proposed development would act as a catalyst for regeneration in accordance with the NOMA Masterplan. It would enable the creation of significantly improved linkages between the City Centre core and the northern fringe and beyond.

The proposed developments would be in keeping with the objectives of NOMA and the City Centre Strategic Plan and in view of the above, the proposed development would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC7, CC8, CC9 and EN1.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing this proposal is whether the new build element is an appropriate structure for this site. The proposed new build element of the proposals at 14 storeys above a lower ground floor is considered to be a tall building and as the proposal needs to be thoroughly assessed against Sections 7 and 12 of the NPPF, Core Strategy and saved UDP Policies as well as the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

Relationship to context and the effect on the Historic Environment.

Under these criteria the effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology, and open spaces has been considered. A visual assessment has been undertaken which, following discussions with English Heritage, analysed 6 views of the site using photomontage images.

The analysis of these viewpoints considered the location of the application site and the potential impact that the proposed new build element could have on the setting of the Grade I Listed Cathedral, the Grade II Listed City Buildings, Hanover Buildings, Old Bank Buildings, Victoria Station and New Century House and the character appearance and setting of the Shudehill and Cathedral Conservation Areas.

The site currently has a sense of dereliction, inactivity and detachment from the adjacent townscape which creates a fragmented streetscape from some adjacent viewpoints. It is considered that the proposed development would clearly articulate the island development site, filling the gap left by the demolished buildings and would address the irregular street pattern of Long Millgate and irregular island plot of the development site without obscuring the view of the grade II listed buildings beyond. This would create a more cohesive urban enclosure which would remove the sense of dereliction and detachment with the townscape beyond integrating the streetscape into the wider townscape. In addition the development would enhance the setting of City Buildings reinforcing the enclosure of the streetscape in conjunction with the new Chetham's School of Music Development.

The proposed repair and restoration of City Buildings would be highly beneficial to the fabric of the building and its setting. Whilst it is clear that the addition of the adjacent building and its connection to City Buildings would have an impact on the fabric and setting of the listed building, the nature of the interface between the new and existing would result in minimal intervention and there would be a clear distinction between new and old. The cylindrical form of the proposed building is intended to introduce a contemporary solution based on Manchester's tradition of buildings that respond to corner sites through architectural articulation. The distinct overtly contemporary form would allow it to be viewed effectively as a separate contemporary building such that City Buildings is still read as the historic element within the site, albeit one that is linked to the new element by way of a unifying cornice that tops the upper floor level of the new structure.

The proposed development would create a new feature on the skyline and have a scale and height which would respond well to the context of other tall buildings around it such as Urbis and New Century House. It would contribute significantly to place making by creating a landmark building leading into NOMA. The building would create a point of interest, encouraging exploration down a number of adjacent streets. It would be read as a backdrop to City Buildings and would provide an appropriate termination point to the view along the west wall of Victoria Station. However its design, scale, massing, alignment and positioning would not impair the ability to appreciate the significance or the townscape value of the existing building or the ability to appreciate the heritage values of the adjacent listed buildings. In addition, by bringing the site back into active use it would enhance the heritage values of the Shudehill and Cathedral Conservation Areas.

Furthermore it is considered that the existing buildings in the conservation area would by their very nature retain their own distinctive and unique character and would not be dominated or adversely affected by the new building.

The design quality, form and location of the proposed building would reinstate key characteristics of the conservation area such as street edge, the strong vertical emphasis, the dense urban grain, the street hierarchy and the sense of scale.

The loss of former Post Office is discussed in more detail below. However it is considered that the benefits of the redevelopment of the site would greatly outweigh any benefit to be derived from the retention of this building.

In view of the above, it is considered that the scale, alignment and positioning of the proposed new building is such that it would not be out of context, and would blend in with the skyline. It is considered that the new structure would not detract from the historic character of the area and the design is such it would not be overdominant. This, together with the comprehensive refurbishment of City Buildings, ensures that the scheme would not adversely impact on the ability to appreciate the heritage values of adjacent listed buildings or their setting. In addition by creating interest and vitality the proposed building would remove the current adverse impacts that the adjacent site has on City Buildings and Shudehill and Cathedral Conservation Areas

Relationship to Public Transport Infrastructure"

Under this section the benefits of the site's location in terms of achieving a sustainable transport strategy, the capacity of the existing transport infrastructure and the quality of linkages to public transport have been considered.

The locational advantages of the development site are such that it would be accessible to a range of public transport options. The site lies adjacent to Victoria Station and the bus and tram interchange at Shudehill. Given the compact nature of the city centre, the site is within walking distance of most of it, including numerous bus stops, tram stops and railway stations.

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

The height of the new building is approximately 80m and is not tall enough to cause potential effects on aviation.

“Architectural Quality”

The factors that are of most importance in this respect are the buildings scale, form, massing, proportion and silhouette, facing materials and relationship to other structures.

The massing of the building has been carefully considered so as not to adversely affect the setting of the adjacent or nearby listed buildings or the character or setting of the Cathedral and Shudehill Conservation Areas.

The height of the new building has been defined both by the commercial needs of the hotel operator and a desire to deliver a landmark building on a strategically important site which would act as a stepping stone between the traditional retail core and Noma. The abnormal costs associated with the restoration and refurbishment of City Buildings has also had an influence on the design.

The new building would have a distinctive tripartite sub-division consistent with the predominant building form to be found elsewhere within the City Centre. The circular shape would present a design solution which would work well in terms of functionality and assist movement around the site. The use of glazing as the primary material on the upper levels would present a lightness which would help to minimise its visual dominance within the area. The glazing would be faceted but the inclusion of vertical fins would result in the building being read as a curved structure. The proportions of the ground floor treatment on the new build would be similar to the ground floor treatment on City Buildings with the rhythm of the pilasters and the plinth seeking to visually tie the new development with the old and give a strong definition to street level activity.

The lift core on the south axis would be an architectural response to the ‘flat iron’ south face of City Buildings allowing both elements to be read together.

A condition requiring samples of materials would be attached to ensure their quality and the quality of their detailing. It is considered therefore, that the proposals for the new build element are would result in high quality landmark building that would be of an appropriate for its context.

“Sustainability”

The environmental statement accompanying the application provides an assessment of the sustainability of the proposal in terms of the physical, social, economic and other environmental effects of the proposed development. These are considered throughout this report. It is considered that the proposals would be highly

sustainable in terms of the above impacts. The proposal is expected to receive a BREEAM rating of at least 'very good' and aspires to 'excellent'.

In terms of the most positive aspects of the development in sustainability terms, the applicants have stated that the building would use sustainably sourced materials as well as using some of the demolished materials on site where possible. An air source heat pump will provide 12% of the sites energy demands, waste would be segregated and recycled during the construction and operational phases and the site would have outstanding connections to a variety of public transport modes.

Overall, it is considered that the proposed development would accord with and contribute positively to the Environmental Standards set out in the Guide to Development.

"Credibility of the Design"

Tall buildings are expensive to build so it is important to ensure that the standard of architectural quality is not diluted through the process of procurement, detailed design and construction. The commitment of the developer and the ability and expertise of the development team will have a fundamental bearing on the quality of the completed development.

The development team have a proven record of delivering high quality buildings including hotels, in city centre locations. The applicants have confirmed that the proposed scheme is fully funded. In addition the design of the scheme has been developed in close consultation with the hotel operator and as such properly reflects their requirements which are considered to be an important factor in terms of the deliverability of the scheme and ensuring that the scheme as submitted will be the scheme that would be constructed. A condition is capable of being attached to any consent granted which requires samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details and a strategy for quality control management to be agreed prior to development commencing which would ensure that the as built development would reflect what is shown in the approved drawings.

"Contribution to Public Spaces and Facilities"

The adjacent Cathedral Gardens is a major piece of public space and the re-introduction of semi-public uses to City Buildings along with the proposed introduction of active ground floor uses as part of the wider development would enhance the user experience of Cathedral Gardens and the surrounding area.

The proposals would include new hard landscaped area which would be of a quality appropriate to the development sites prominent location and would along with the active ground floor uses provide strong pedestrian connections, a sense of activity and natural surveillance within the area throughout the day and night.

"Effect on the Local Environment/ Amenity"

This is a critical issue, as amongst other things, this examines the impact that the scheme would have on nearby and adjoining occupiers. It includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, the demolition and construction, operations and TV reception.

Wind

A desk top modelling exercise to evaluate the potential impact of the development on wind in the vicinity of the application site has been carried out. This concludes that with the circular form of the upper floors and the shelter provided by surrounding buildings at lower levels, any impact on pedestrian level wind conditions would be negligible and would be suitable for planned pedestrian activities. A condition could be attached to any consent granted requiring further investigation of this and the designing in of appropriate mitigation measures on the building.

Daylight, Sunlight and Overshadowing

The proposed development incorporates substantial windows to each habitable room and will enjoy suitable levels of daylight access for the planned uses. The proposals are expected to have, at worst minor localised effects on daylighting to surrounding buildings and a negligible effect on sunlighting and overshadowing.

Air Quality

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. A condition would be attached to any consent granted which requires that the developers adopt a scheme for the wheels of contractors vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

Noise and vibration

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

In terms of construction noise such activities will be mitigated in accordance with BS5228 to minimise impact on adjacent buildings, particularly the student residential accommodation along Long Millgate.

The agreement of noise limits and any necessary mitigation measures for the ground floor units and any externally mounted plant and ventilation associated with the building should be conditions of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on the residential accommodation at Chetham's School of Music.

TV and Radio reception'

A TV and radio reception study has been undertaken that identifies potential shadowing and reflection of signals. Any consent should be conditioned to require further detailed surveys to precisely identify the effect of the proposal and undertake appropriate measures to mitigate any effects.

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

One tower crane will be used during construction which may cause some interference to TV reception, such interference is usually intermittent as less likely with digital services than with the analogue signal which no longer operates within the North West.

"Contribution to Permeability of the Wider Area"

There is currently almost no public amenity space in the immediate environs of the site, and what space does exist is not integrated with the adjacent urban fabric. New high quality hard landscaped spaces related to active ground floor uses are proposed as part of the development.

The proposed development would respond to the island nature of the site and its status as an urban node. The high quality of the design would acknowledge the prominence of the location and the key views of the site in the various approaches to the site.

In assessing the above criteria it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a tall building of a quality acceptable to this site and the development would be consistent with sections 1, 2, 4, 6, 7 and 12 of the National Planning Policy Framework policies SP1, DM1, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN16, EN18, EN19, CC4, CC5, CC6, CC9 and CC10 of the Core Strategy and saved UDP policies DC26.1 and DC26.2.

Impact of New Building and Demolition of 40-44 Long Millgate on Conservation Areas and Listed Buildings.

Sections 16, 66 and 74 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas. Development decisions should, therefore, accord with the requirements of the NPPF and in the case of the proposed demolition, to section 12 (Conserving and Enhancing the Historic Environment).

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of “*sustainable development*” (NPPF Paragraph 7). In order to meet this key planning objective, in this instance, it is essential to ensure that the development of the site sustains and contributes to the stimulation of a thriving historic environment.

Paragraph 131 of the NPPF states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation and the more important the asset, the greater the weight should be.

Thus, in the context of the above, it is necessary to assess the level of harm that would be caused by the proposal on the listed City Buildings (other adjacent listed buildings) and the Cathedral and adjacent Shudehill conservation areas. Similarly it is necessary to assess the level of harm caused by the loss of 40-44 Long Millgate and whether a case can be made to justify its demolition and support the proposed development.

40-44 Long Millgate (a former Post Office) was originally being part of the school buildings associated with Manchester Collegiate Church School. The architectural qualities of the building are such that it creates a fragmented streetscape from some viewpoints. Whilst City Buildings orientates the corner of Todd Street, the architectural qualities of this building are not sufficient to articulate the street block to which it was once part; A series of substantial alterations throughout the 20th and 21st centuries, that are detailed in the Heritage Appraisal, have altered the historic plan form, removed historic fixtures and fittings and have reduced the building’s heritage significance. In view of the above 40-44 Long Millgate is a building which has lost its historical and architectural context, has lost much of its special interest and is read as a negative element in views from Cathedral Gardens. The building is not a nationally important example typologically, and does not have a significant plan form. It was designed as part of the former school complex and to be subservient to the main school building through the use of brick and its domestic scale.

The fact that the building was designed by Richard Lane is of some architectural relevance. Lane was held as being Manchester’s leading architect of the early 19th century and designed many public buildings and a number of churches and chapels. Despite the potential architectural relevance due to the connection with Lane’s

name, this building, particularly as seen today, devoid of most of its original context, can be considered to be one of the least relevant works of Lane.

The application site including 40-44 Long Millgate is semi derelict and has suffered from years of neglect and has attracted anti-social behaviour resulting in the buildings on the site falling into a severely dilapidated state. As a consequence the site has become an area of urban blight on a key gateway within the City Centre.

The significance appraisal of the buildings considers their architectural/aesthetic value, historical value, communal and evidential values. The significance appraisal of the Grade II listed City Buildings demonstrates that it is of high townscape value. The assessment of 40 – 44 Long Millgate, has demonstrated that it does not merit statutory listing and that it makes a neutral contribution to the Conservation Area's significance. Given the low value of the building; a consequence of the extensive demolition of the structure to which once it made part of; it is not of sufficient architectural or townscape merit to be considered a positive contributor to the architectural and/ or historic interest of the area.

Given the above, the significant sum of money that would be required for the renovation of the listed building and the consequent limitation on the commercial viability of the application site for a number of uses and the positive benefits of the proposed development as outlined elsewhere in this report, it is considered that the positive benefits of the proposed development would far outweigh any benefit to be derived from the retention of 40-44 Long Millgate

Impact on Character and Fabric of the Listed Building

The impact of the proposed new build element on the setting of the listed building is considered earlier in this report.

The proposals would retain, repair and refurbish the main external fabric of the building, including the slate roof and roof timbers and would include the repair and refurbishment of much of the buildings external historic fabric. The applicants have agreed to keep a watching brief when the shop fronts are undergoing a soft strip to inform the subsequent scope of works to these areas and specifications for repair. The non original metal staircases within the courtyard would be removed as would the non original lift shaft within the southwest corner.

Whilst new openings would be formed Internally, the original room layout would be largely maintained. Services would be contained within bulkheads in the bathrooms spaces with the full volume of the spaces and features such as cornices remaining exposed where present. The iron double gates and pulley and winch within in the courtyard and cornices are also to be retained. New stall risers would match existing and any new windows required would match existing. The hotel reception area has been designed to respond to the historic location of the ginnel.

The staircase in the southwest corner of the building has suffered from the removal of a large amount of original fabric in order to accommodate the insertion of a lift. Whilst the option of restoring the staircase was considered, this was not deemed to be viable or justifiable from a heritage perspective as it would have to be almost

completely rebuilt and therefore have no historic integrity. The proposals for this area would involve carefully making good areas where the staircase came into contact with the lift and installing a contemporary lightweight solid glazed banister that would envelop the remaining section of the balustrades and handrail allowing for the previous interventions to be read. It is considered that the proposed approach to the staircase is on balance acceptable.

Consideration has been given to the reinstatement of the missing chimney stack towards the western end of the rear façade of the building. However, this is not considered to be appropriate owing to the inherent design flaws in the original stack which made it vulnerable to the effects of wind loading, rain and frost and the fact that it is extremely difficult to maintain because of the building below. The reinstatement of the stack would require significant intervention into the remaining fabric to rebuild it to a standard which would transfer wind loads over a suitable width and depth. In addition, the location of the hotel entrance below this area would compromise the ability to access the chimney to undertake the necessary level of maintenance which would compromise the safe operation of the development. In view of the above factors, on balance, it is considered that the reinstatement of the chimney is not practical in terms of the operation of the hotel or desirable in terms of the adverse impact that the additional support required would have on the fabric of the building.

It is considered for the reasons outlined above that the overall approach to the conversion of the building as part of the hotel development is one of retention and repair and as such, and on balance, subject to conditions relating to the detailed nature of the reinstatement and repair of the building the proposed works are acceptable.

In view of the above it is considered that the proposed development would on balance be consistent with the development would be consistent with sections 7 and 12 of the National Planning Policy Framework policies SP1, DM1, EN3 and CC9 and of the Core Strategy and saved UDP policies DC18.1 and 19.1.

Reduction of CO2 Emissions- The application is supported by an Energy Statement, which sets out how the proposals would seek to achieve the 15% target for reducing CO2 emissions set out in Core Strategy Policy EN6.

Access

Level pedestrian access to the development would be provided from Todd Street and Corporation Street.

Access to the restaurant and bar area on the ground floor would be via the hotel entrance rather than by a separate entrance. Consideration was given to the use of a platform lift or stair lift. However, there is not sufficient space within the entrance at the top or bottom of the stairs to accommodate this. It is considered that any alternative proposals such as the formation of a new opening to accommodate a lift would be detrimental to the character and fabric on the building and that on balance this arrangement is considered to be acceptable.

In view of the above the proposals are consistent with Core Strategy policy DM1.

Safety and security

The proposal would bring more activity into this area and would create opportunities for natural surveillance of the streets around the site. Greater Manchester Police have provided a Crime Impact Assessment, and the applicants have confirmed that the advice given in this is incorporated into the proposals. Greater Manchester Police have raised no objections to the proposals and it is expected to achieve Secured By Design accreditation.

In view of the above the proposals are consistent with Core Strategy Policy DM1.

Transport Issues / Relationship to Transport Infrastructure

The site is well served by a variety of sustainable modes of transport given its close proximity to Victoria Station and the Transport Interchange at Shudehill. 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. No car parking would be provided as part of the development. 10 cycle stands for staff would be provided within the basement with adjacent shower and changing facilities.

The Transport Statement submitted in support of the application confirms that the level of traffic generated by the proposed development would not cause a detrimental impact on the highway network and could be comfortably accommodated within the numerous car parks located nearby if required. A condition could be attached to any consent granted which requires the agreement of a strategy for arranging parking provision for hotel customers.

Servicing and refuse management for the hotel, retail and restaurant uses would be carried out from Long Millgate to the north of the site

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework and Core Strategy policies DM1 and T2.

Ground Contamination Issues

A Desk Based environmental assessment of the application site was undertaken to assess any environmental considerations with respect to ground conditions on the site. The assessment revealed that there is a need for a more intrusive site investigation (geotechnical and environmental) once the buildings on the site have been demolished and it is recommended that a condition be attached to any approval requiring these investigations and an agreed programme of remediation works to be undertaken prior to the commencement of development.

Subject to compliance with an appropriate condition the above the proposals are considered to be consistent with policy EN18 of the Core Strategy.

Archaeological issues

A Desk Based environmental assessment of the application site was undertaken to assess any environmental considerations with respect to ground conditions on the site. The known and potential remains identified within the application site are not considered to be of national importance but they include remains of lesser significance which merit preservation by record. These included the below ground remains and standing fragments of the demolished 18th / 19th Century buildings, and possible earlier remains in the form of medieval to post medieval deposits. The applicants have stated that where archaeological remains would be affected by the proposed development, appropriate archaeological recording would be carried out, in the form of a watching brief, photographic survey, or trial trenching followed where necessary, by excavation and a condition would be attached to any approval requiring these investigations and the agreement of a programme of works to be undertaken prior to the commencement of development.

Subject to compliance with the above the proposals would be consistent with section 12 of the National Planning Policy Framework, policy CC9 of Core Strategy and saved UDP policy DC20.

Response to Consultee comments

Request for Construction Management Plan - A Construction Management Plan has been requested by Highway Services, Tfmg and Network rail in relation to issues such as the location of the crane tower, the loading and unloading of vehicles during the development phase, temporary traffic management and works taking place at the station. These requests are capable of being included in a condition attached to any consent granted.

Tfmg Comments – In addition to the above, the details of threshold level agreement and scheme of mitigation against noise and vibration including the future operation of the Metrolink operation are capable of being conditions of any consent granted. However the agreement prior to commencement of future building fixings is not considered to be a valid planning requirement in respect of the principle of this development but can be included as an informative.

Response to Victorian Society comments - The majority of the comments made have been discussed within the report.

In terms of the prominence of the lift shaft it is noted that the location of the circulation areas is the optimal location for this element of the scheme in terms of allowing the efficient operation of the circulation requirements of the hotel and the fulfilment of DDA requirements (as this location would allow for ease of movement between the new build element and the existing five floors) whilst maintaining the financial viability of the project.

In addition it is considered that the proposed treatment of the lift core would represent a clear articulation between the new and the old and through its articulation would add to the visual interest of the development within the street scene.

GMAU Comments – Whilst no comments have been received on the revised submission the previous comments are noted and whilst PPS5 has now been superseded by the NPPF their conclusions about the need for heritage interests be addressed and recorded through a conditioned programme of building recording and below-ground archaeological works remain relevant and a condition to this effect is capable of being attached to any consent granted.

United Utilities comments – The suggested conditions do not relate to planning matters but the applicants have been informed about the comments and these are capable of being included as informatives on any consent granted.

Response to Panel Comments - The majority of the comments made have been discussed within the report.

For the reasons outlined above it is considered that the proposed development would not be detrimental to the character of the Cathedral or Shudehill Conservation Areas or views into and out of them. Rather than being detrimental to the iconic status of Urbis and crushing the character of the area it is considered that the proposed new build element would complement other tall buildings within the area and would act as a marker within the area which would respond strongly to the island nature of the site and its status as an urban node. The high quality of the design would acknowledge the prominence of the location and the key views of the site in the various approaches to the site.

Given the cost of the refurbishment of City Buildings, the height of the proposed new build, the scale and massing of the development on the site are largely determined by the overall viability of the proposals and for this reason it is not possible or indeed deemed necessary to set the building back from the Station frontage.

The applicants have confirmed that the clock missing from the building at the junction of Todd Street and Corporation Street would be reinstated as part of the development.

Proposals to Spot List 40-44 Long Millgate - It is noted that a request has been made previously to 'spot list' the building but it was considered that it was too altered to merit inclusion on the List of Buildings of Special Architectural or Historic Interest.

CONCLUSION

The Council has taken the environmental information (as defined in the Environmental Impact Assessment regulations) into consideration and the proposal is in accordance with all relevant Core Strategy and saved UDP policies.

In terms of the proposed demolitions it is considered that the proposals are consistent with the relevant tests set out in Section 12 of the NPPF (Conserving and enhancing the historic environment).

Whilst the height of the new build element is to an extent dictated by the commercial requirements of the operator, this needs to be considered in the context of the costs of restoring and repairing the currently semi derelict listed building and the positive

regeneration benefits of the proposals outlined above and the careful consideration that has been given to the massing so as not to compromise the setting of nearby listed building or conservation areas.

The proposed development would create a high quality landmark development on a key strategic site which currently detracts from the image of the area and the setting of key heritage assets and would be key to the ongoing cultural and tourist development and regeneration of the City

It is also noted that the proposed development would be one of eight key projects that will be key flagship schemes delivering within the NOMA Masterplan area aimed at delivering essential infrastructure and aiming to have a catalytic regenerative effect the Northern Gateway.

The proposals would be consistent with policy at national and local level and for the reasons outlined above are supported.

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 Core Strategy and saved polices of 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. She 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 application ref no's 102607, 102629 and 102629

Article 31 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about delivery of the scheme and design developments and the acceptability of these which has resulted in this new application.

Conditions to be attached to the decision

102697

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:

(a) 10-015 Rev B and 10-001 Rev B;

(b) D-101-D, D-102-L, D103-D, D-104 - D, D-105-D, D-106-D, D-107-D, D-108-D, D-109-D, D-110-D, D111-D, D-112-D, D-113-D, D-114-D, D-115-D, D-116-D and D-117-D;

(c) D-126-E as amended by D-121-F, D-122-F, D-123-F, D-124-F

(d) D-129-B, D-130-E, D-131-C and D-132-A;

(e) D-133-B, D-134 Rev B and D-136-B;

(f) D-140-C, D141-C, D-142-C, D143-D and D-144-C;

(g) D137-A;

(h) Section 6.0 of the Heritage Appraisal, Visual Impact Assessment and PPS5 Justification Statement;

(i) Waste Management Strategy as detailed in the Waste Strategy Addendum stamped as received on 03-06-13; and

(j) Recommendations contained in sections 5, 6, 7, 8 and 9 of Crime Impact Assessment Version A dated 01-09-11.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, EC1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN 8, EN 16, EN 18, EN1, DM 1 and saved Unitary Development Plan policies DC10.1, DC18.1, DC19.1, DC20 and DC26.1.

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

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

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

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

5) The development hereby approved shall not commence unless and until a Construction Management Plan, including details of the following

- _ Hours of site opening / operation
- _ A Site Waste Management Plan,
- _ Air Quality Plan;
- _ A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- _ The parking of vehicles of site operatives and visitors;
- _ Loading and unloading of plant and materials;
- _ Storage of plant and materials used in constructing the development;
- _ Construction and demolition methods to be used, including the use of cranes;
- _ The erection and maintenance of security hoarding;
- _ Measures to control the emission of dust and dirt during construction and;
- _ A scheme for recycling/disposing of waste resulting from demolition and construction works;
- _ Details of and position of any proposed cranes to be used on the site and any lighting;
- _ A detailed programme of the works and risk assessments;
- _ Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- _ Details of safe methods of working adjacent to the Metrolink Hazard Zone;
- _ Details on the timing of construction of scaffolding,
- _ A Human Impact Management Plan

has been submitted to and approved in writing by the City Council as local planning authority..

Any approval granted shall be following a consultation process that includes Transport for Greater Manchester and Network Rail. The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

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

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

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policies DM1 and EN18 of the Core Strategy.

7) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details and a strategy for quality control management have been submitted to and approved 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 policies SP1 and DM1 of the Core Strategy.

8) Before development commences or within a timescale as otherwise agreed in writing by the City Council a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the hotel use to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be 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 policies SP1 and DM1 of the Core Strategy and saved UDP policies DC26.

9) Deliveries, servicing and collections including waste collections shall not take place outside of the following hours:

07.30 to 20.00, Monday to Saturday, and
no deliveries or waste collections on Sundays and Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

10) Before the development is completed a shop front and signage design strategy for the commercial units of that phase shall be submitted to and approved in writing by the City Council as local planning authority .

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP policy DC14..

11) Before the development hereby approved is completed, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building, along with a surfacing strategy for the, vehicular crossings, and vehicular carriageways around the site and details of building threshold levels and footway widths shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied,

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with Core Strategy policies SP1 and DM1.

12) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed for the duration of the construction and fitting out of the development.

Reason: In the interests of local amenity, pursuant policies SP1 and DM1 of the Core Strategy.

13) 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 affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception. In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

14) Before development commences or within a timescale as otherwise agreed in writing by the City Council 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 unless otherwise agreed in writing.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

15) The development hereby approved shall not commence unless and until details of the threshold levels between the proposed development, the future operation of Metrolink and proposed Victoria Station Improvement Works have been submitted and approved in writing by the City Council.

Reason

In the interests of Highway safety pursuant to Core Strategy Policy DM1.

16) Before use of each ground level unit commences, details of the proposed opening hours for the unit(s) shall be submitted to and approved in writing by the City Council as local planning authority. The unit(s) shall be not be operated outside the hours approved in discharge of this condition.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

17) Before development commences or within a timescale as otherwise agreed in writing by the City Council a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with both the hotel and each ground floor unit to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be 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 policies SP1 and DM1 of the Core Strategy and saved UDP policies DC26.

18) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

19) Before any use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

The ground floor units shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 10dB below the existing background level in each octave band at the nearest noise sensitive location.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

20) Before the development commences a scheme for acoustically insulating the proposed hotel accommodation against adjacent uses and noise and vibration from nearby roads and Metrolink lines shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme shall be completed before the use of the development commences.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP policy DC26..

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

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy H2.2 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy

22) No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken and a report submitted in accordance with a Written Scheme of Investigation (WSI) approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of site investigation and recording to include:

- archaeological building survey and recording (English Heritage Level 2)
- targeted archaeological evaluation trenching
- targeted open-area excavation and recording (informed by the evaluation)
- archaeological watching brief

2. A programme for assessment to include:

- analysis of the site investigation records and finds
- post fieldwork production of a final report on the significance of the archaeological and historical interest represented.

3. Provision for publication and dissemination of the analysis and report on the site investigation to include:

- a bound hardcopy and digital copy of the final assessment report with the Historic Environment Record
- (dependent upon the investigation results) a volume in the series "Greater Manchester's Past Revealed".

4. Provision for archive deposition of the report, finds and records of the site investigation.

5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets to be lost and to make information about the archaeological heritage interest publicly accessible and pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester

23) The development hereby approved shall include for full disabled access to be provided via the main hotel entrance on Todd Street to the bar/ restaurant located within City Buildings. This means of access shall be retained and operational for so long as these parts of the building are in operation as a bar / restaurant.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

24) No part of the development shall be occupied until details of a parking management strategy for hotel residents has been submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - To ensure that suitable arrangements are in place to ensure that hotel guests who arrive by car have access to suitable parking near to the site pursuant to Core Strategy Policies DM1 and T1.

25) No development shall commence until a full evaluation (non desk top based) of the impacts of the development on the wind microclimate in relation to the use of the area around the development by pedestrians and cyclists and any necessary remedial measure to be incorporated within the development has been submitted to and approved in writing by the City Council as local planning authority:

Reason - To ensure that the development is designed such that it does not impact adversely on the safety of pedestrians and cyclists pursuant to Core Strategy Policy DM1.

26) Use of the development for the ground floor retail (Class A1 or A2) uses shall not commence unless and until a servicing strategy, for each unit including a schedule of loading and unloading locations and times, has been 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.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

27) Before the hotel use commences a detailed Traffic Management Plan for vehicles dropping off and picking up at the development and deliveries shall be submitted to and agreed in writing by the City Council as local planning authority. Traffic Management shall thereafter take place in accordance with the approved strategy .

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to Core Strategy policy DM1 and the Guide to Development in Manchester SPD (2007).

28) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and

review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the 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 T2 and EN16 of the Core Strategy

29) Occupation of the development shall not commence unless and until a servicing and traffic management plan, including a schedule of loading and unloading locations and times, has been 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.

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 and policies SP1 and DM1 of the Core Strategy.

30) Before development commences full details of the proposed repair works and treatment to the exposed gable end on Todd Street shall be submitted and approved in writing by the City Council as local planning authority and any such proposal shall be accompanied by a full justification for such works.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy 19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

31) Before development commences details of the proposed micro louvres (including detailing and materials) on the Corporation Street and Todd Street elevations shall be submitted and approved in writing by the City Council as local planning authority.

Reason - To improve the appearance of the building in the interests of visual amenity and because proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

32) Before development commences the following items relating to the works to the lightwell shall be submitted to and agreed in writing by the City Council as local planning authority:

- (a) Details of the proposed roof system to be used and its interface with the building;
- (b) Detailed specification of how the walls are to be repaired and rebuilt;

(c) Details of the new floor treatment; and

(d) Details of the new staircase and any interface with the existing building.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

33) Before development commences the following items shall be submitted to and agreed in writing by the City Council as local planning authority:

(a) A detailed survey relating the the condition of the existing building fabric (not covered by other conditions of this consent) including the external elevations, chimneys, ironwork, floors, skirtings and cornices;

(b) Based on (a) a full schedule works including reinstatement works proposed to building fabric; and

(c) A full specification of the works identified in (b)

Reason - To improve the appearance of the building in the interests of visual amenity and because proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

34) Before the works hereby granted consent are commenced details of a watching brief for the ground floor shopfronts shall be submitted to and agreed in writing by the City Council as local planning authority. Details of the findings of the watching brief and the intended treatment, remedial measures and repairs to these areas shall then be submitted and agreed in writing by the City Council as local planning authority. The watching brief and development shall be carried out in accordance with the approved plans and particulars.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy 19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

35) No works, including repair to existing windows shall commence until details of the work has been submitted to and approved in writing by the City Council as local planning authority. Such works should not include for the removal or replacement of any original windows unless otherwise approved in writing by the City Council as

local planning authority and any such proposal shall be accompanied by a full justification for such works, including a structural survey, details of why repair and refurbishment of such windows is not viable and details, including materials and cross sections, of any proposed replacement windows.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

36) Before the development commences a detailed survey of the condition of the roof and associated structures and a schedule for the refurbishment/repair of these including details of any replacement roof covering, trusses and other associated timber work shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall provide for the retention of the existing roofing materials. Any replacement roof covering shall be agreed in writing by the City Council as Local Planning Authority

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy 19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

102626

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents :

(a) 10-015 Rev B and 10-001 Rev B;

(b) D-101-D, D-102-L, D103-D, D-104 - D, D-105-D, D-106-D, D-107-D, D-108-D, D-109- D, D-110-D, D111-D, D-112-D, D-113-D, D-114-D, D-115-D, D-116-D and D-117-D;

(c) D-126-E as amended by D-121-F, D-122-F ,D-123-F D-124-F

(d) D-129-B, D-130-E, D-131-C and D-132-A;

(e) D-133-B, D-134 Rev B and D-136-B;

(f) D-140-C, D141- C, D-142-C, D143-D and D-144-C;

(g) D137-A; and

(h) Section 6.0 of the Heritage Appraisal, Visual Impact Assessment and PPS5 Justification Statement;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, CC9, EN3 and DM 1 and saved Unitary Development Plan policies DC18.1 , DC19.1 and DC20

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details and a strategy for quality control management have been submitted to and approved 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 policies SP1 and DM1 of the Core Strategy.

4) Before the works hereby granted consent are commenced details of a watching brief for the ground floor shopfronts shall be submitted to and agreed in writing by the City Council as local planning authority. Details of the findings of the watching brief and the intended treatment, remedial measures and repairs to these areas shall then be submitted and agreed in writing by the City Council as local planning authority. The watching brief and development shall be carried out in accordance with the approved plans and particulars.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy 19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

5) No works, including repair to existing windows shall commence until details of the work has been submitted to and approved in writing by the City Council as local planning authority. Such works should not include for the removal or replacement of any original windows unless otherwise approved in writing by the City Council as local planning authority and any such proposal shall be accompanied by a full justification for such works, including a structural survey, details of why repair and refurbishment of such windows is not viable and details, including materials and cross sections, of any proposed replacement windows.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1 of

the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

6) Before the development commences a detailed survey of the condition of the roof and associated structures and a schedule for the refurbishment/repair of these including details of any replacement roof covering, trusses and other associated timber work shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall provide for the retention of the existing roofing materials. Any replacement roof covering shall be agreed in writing by the City Council as Local Planning Authority

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

7) Before development commences full details of the proposed repair works and treatment to the exposed gable end on Todd Street shall be submitted and approved in writing by the City Council as local planning authority and any such proposal shall be accompanied by a full justification for such works.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

8) Before development commences details of the proposed micro louvres (including detailing and materials) on the Corporation Street and Todd Street elevations shall be submitted and approved in writing by the City Council as local planning authority.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

9) Before development commences the following items relating to the works to the lightwell shall be submitted to and agreed in writing by the City Council as local planning authority:

- (a) Details of the proposed roof system to be used and its interface with the building;
- (b) Detailed specification of how the walls are to be repaired and rebuilt;
- (c) Details of the new floor treatment; and

(d) Details of the new staircase and any interface with the existing building.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

10) Before development commences the following items shall be submitted to and agreed in writing by the City Council as local planning authority:

(a) A detailed survey relating the condition of the existing building fabric (not covered by other conditions of this consent) including the external elevations, chimneys, ironwork, floors, skirtings and cornices;

(b) Based on (a) a full schedule works including reinstatement works proposed to building fabric; and

(c) A full specification of the works identified in (b)

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy 19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

11) Before development commences the following items shall be submitted to and agreed in writing by the City Council as local planning authority:

(a) The making good of the staircase in the south west corner of the building; and

(b) Details of the new banister.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy 19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

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1) The works to which this consent relates must be begun not later than the expiration of three years beginning with the date of this consent.

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as applied and modified in relation to buildings in conservation areas.

2) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site approved under 102607/FO/2013/C1 and 102626/LO/2011/C1 has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

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: 102607/FO/2013/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:

Highway Services
Environmental Health
Contaminated Land Section
Environment & Operations (Refuse & Sustainability)
City Centre Regeneration
English Heritage (NW Region)
Georgian Group
Victorian Society
Ancient Monuments Society
Council For British Archaeology
Society For The Protection Of Ancient Buildings
Twentieth Century Society
Transport For Greater Manchester
Greater Manchester Ecology Unit
Network Rail
Greater Manchester Archaeological Advisory Service
1 Victoria Station Approach, Manchester, M3 1NZ
71 Corporation Street, Manchester, M4 2DL
1 Balloon Street, Manchester, M4 4BE
First Floor, 40 Long Millgate, Manchester, M3 1NX
Manchester Parking, Long Millgate, Manchester, M3 1NX
Basement, 44 Long Millgate, Manchester, M3 1NX
Ground Floor, 6 Todd Street, Manchester, M3 1WU
Basement Floor, 6A Todd Street, Manchester, M3 1WU

6 Todd Street, Manchester, M3 1WU
6A Todd Street, Manchester, M3 1WU
40 Long Millgate, Manchester, M3 1NX
44 Long Millgate, Manchester, M3 1NX
Surgery Adjoining 33, Hanover Street, Manchester, M4 4AH
Ground Floor To Second Floor Vektor Ltd, 6 - 10 Hanover Street, Manchester, M4 4AH
6 - 10 Hanover Street, Manchester, M4 4AH
Basement, Holyoake House, Hanover Street, Manchester, M60 0AS
Second Floor, Holyoake House, Hanover Street, Manchester, M60 0AS
Contractors Huts Adjacent Cis Building, Hanover Street, Manchester, M4 4AH
Urbis, Cathedral Gardens, Corporation Street, Manchester, M4 3BG
Old Bank Building, Hanover Street, Manchester, M60 0AB
Flat At, Chethams School Of Music, Long Millgate, Manchester, M3 1SB
2 - 6 Victoria Station Approach, Manchester, M3 1NY
W H Smith Ltd, Victoria Station Approach, Manchester, M3 1NZ
The Principal, Chethams School Of Music, Long Millgate, Manchester, M3 1SB
Chethams School Of Music, Long Millgate, Manchester, M3 1SB
42 Long Millgate, Manchester, M3 1NX
2 Todd Street, Manchester, M3 1WU
4 Todd Street, Manchester, M3 1WU

Representations were received from the following third parties:

Contaminated Land Section
Head of Highway Services
Head of Regulatory and Enforcement Services (Street Management and Enforcement)
Transport for Greater Manchester
English Heritage
United Utilities

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : a.leckie@manchester.gov.uk