

Application No: 18/1369N

Location: Royal Hotel, 7, NANTWICH ROAD, CREWE, CW2 6AG

Proposal: Demolition of redundant outbuildings and the erection of a 6 storey multi-storey car park with up to 243 spaces including a car wash to the rear.

Applicant: N/a, Property Capital Plc.

Expiry Date: 25-Oct-2018

SUMMARY

This is a full application for the development of a 6 storey, multi-storey car park containing 243 car parking spaces to the rear of the Royal Hotel which is a locally listed building. A range of outbuildings and structures, including “The Box” nightclub/venue will be demolished to facilitate the development. During the course of the application the design, scale and, massing of the development has been substantially revised from that originally proposed.

The proposed development of a multi-storey car park on this site to serve Nantwich Road shopping area and for station users is considered to accord with the objectives of Policy LPS 1 (Central Crewe Strategic Location). This is in view of the current planning context, where the Area Action Plan and detailed proposals in relation to the delivery of the HS2 Station Hub are at a very early stage in preparation and can consequently be given very little weight at this time.

It is considered that the amended proposals are of acceptable siting and design which would neither compromise the character or setting of the locally listed building, or constitutes an unduly dominant feature within the local townscape. Although the multi-storey car park is a large building, it is of a scale which still achieves an acceptable relationship with the Royal Hotel and would not undermine its historic significance.

In addition, the associated refurbishment of the hotel and the provision of new facilities accommodated within the rear extension will also help ensure the continued use and future retention of this locally listed building.

Whilst the development will result in additional traffic movements on the local highway network, including significant impact on the junction of Mill Street and Nantwich Road, this is insufficient to justify the refusal of the proposals.

The impact upon air quality has been assessed as part of this application, and subject to the imposition of a planning condition the development would comply with Policy SE 12 point 1.

The development would have a neutral impact upon the living conditions of local residents, ecology and contaminated land.

The proposals are therefore considered to be a sustainable form of development in accordance with the Development Plan and national policy.

RECOMMENDATION:

APPROVE Subject to conditions

REASONS FOR DEFERRAL

The application was deferred by at the meeting of the Strategic Planning Board on 24th October 2018 for the following reasons;

- Reconsideration of the design and external appearance of the building
- Further information of proposed highway improvements in the locality

The applicant has submitted further details of the decorative cladding and details of the elevational treatments of the building. In particular a flatter grey tone for the main cladding panels is proposed and copper coloured detailing and panels have been introduced. The revised detailing is shown on updated CGIs and amended drawings for the scheme. In addition, the rooftop parking layout has been amended which removes car parking spaces adjacent to the east elevation to avoid parking being unduly visible from the direction of the Station.

Further information has been provided by the Strategic Infrastructure Manager of proposed highway improvements within the locality of the site and included within the Council's Infrastructure Delivery Plan . These relate to improvements in the efficiency of junctions, which involve making the northern end of Gresty Road one-way southbound only and enabling the removal of the signal-controls at the junction of Gresty Road with Nantwich Road. An additional lane will be provided for traffic turning left from South Street into Nantwich Road. The left-turn from Mill Street into Nantwich Road will be prohibited, and traffic will instead be routed through Pedley Street. At present, Pedley Street has a sharp bend which is prohibitive for two-way traffic, and hence the need for a small parcel of land within the application site to be acquired by the Council.

However, the Strategic Infrastructure Manager has advised that the impact on the existing highway network as a result of traffic movements generated by the proposed car park would be insufficient to warrant refusal of the proposals in advance of the delivery of these highway improvements. Consequently, the future delivery of the proposed highway improvement scheme has no bearing on the consideration of this planning application.

PROPOSAL:

This is a full application for the development of a 6 storey, multi-storey car park containing 243 car parking spaces. A car wash facility is proposed on the western side of the building and parking for 28 cycles is provided on the ground floor.

During the course of the application the design, scale and massing of the development has been substantially revised from that originally proposed. The building has been reduced in height by two full storeys resulting in 142 fewer car parking spaces and a lighter weight elevation treatment proposed for its upper levels.

The proposal involves the removal of structures and outbuildings to the rear of the Royal Hotel, including “the Box” on Pedley Street. A single storey extension is also proposed to the rear of the hotel to create ancillary hotel space incorporating kitchen and storage facilities.

The multi-storey car park would be accessed from Pedley Street (East) and egressed from Pedley Street (north).

The ground floor of the building will have a red brickwork faced plinth and the upper levels are proposed to be clad with a combination of perforated panels with vertical copper coloured panels.

SITE DESCRIPTION

The application site is located on a corner plot behind the Royal Hotel and the adjoining row of commercial properties which front onto Nantwich Road.

The Royal Hotel is a locally listed building located on the prominent corner of Nantwich Road, at its junction with Pedley Street. The building is characterised by its highly ornate brick facade which is visible from the forecourt of Crewe Station to the east.

The site is occupied by a range of outbuildings, including The Box music venue. These buildings were successively added to the rear of the hotel over the years and are of little architectural quality, particularly as these have been subject to extensive alteration. The site also includes an area of hard standing to the rear of the hotel premises used as car parking and accessed from Pedley Street.

Extensive areas of surface car parking adjoin the western boundary of the site behind commercial properties of Nantwich Road, and also to the north of the site on the opposite side of Pedley Street.

RELEVANT HISTORY

None relevant

POLICIES

Cheshire East Local Plan Strategy

LPS1 - Central Crewe

PG1 - Overall Development Strategy
PG2 - Settlement Hierarchy
PG7 - Spatial Distribution of Development
SD1 - Sustainable Development in Cheshire East
SD2 - Sustainable Development Principles
SE 1 - Design
SE 2 - Efficient Use of Land
SE 3 - Biodiversity and Geodiversity
SE12 - Pollution, Land Contamination and Land Instability
SE 13- Flood Risk and Water Management
SE7 - The Historic Environment
IN1 - Infrastructure
EG1 - Economic Prosperity
CO1 - Sustainable Travel and Transport

It should be noted that the Cheshire East Local Plan Strategy was formally adopted on 27th July 2017. There is however policies within the legacy Local Plan that still apply and have not yet been replaced. These policies are set out below.

Crewe and Nantwich Replacement Local Plan

The relevant Saved Policies are: -

NE.9 (Protected Species)
NE.20 (Flood Prevention)
BE.1 (Amenity)
BE.3 (Access and Parking)
BE.4 (Drainage, Utilities and Resources)
BE.6 (Development on Potentially Contaminated Land)
BE.13 (Buildings of Local Interest)
BE.21 Hazardous Installations
CF.3 (Retention of Community Facilities)
S.9 (Nantwich road, Crewe)
TRAN.7 (Crewe Railway Station)

Other Considerations:

National Planning Policy Framework

CONSULTATIONS:

United Utilities: No objection subject to the imposition of planning condition.

Highways: No objection subject to condition requiring Construction Management Plan.

Flood Risk Manager: No objection subject to a condition requiring details of surface water drainage scheme.

Environmental Health: Conditions suggested in relation to piling, dust control, floor floating, Construction Environmental Management Plan, Electric Vehicle charging, lighting and contaminated land. Informatives suggested in relation to contaminated land and construction hours.

Cadent/National Grid: No objection subject to informatives.

Health & Safety Executive: No objection

VIEWS OF THE PARISH/TOWN COUNCIL:

Crewe Town Council: Comments as follows;

Council reiterates the need for such facilities to be compatible with the emerging Crewe Master Plan and recognises the need for extra parking space to support the opportunities afforded by HS2.

Council expresses concern in relation to the impact on air quality of the development which will impact on an existing AQMA. Council seeks assurances that there will be no detrimental impact and welcomes enhancements such as spaces for the charging of electric vehicles.

The impact on congestion and general highways issues is a major concern and the development would not be unacceptable unless it sits within a new scheme to manage traffic in an area that is already heavily congested and affect by air pollution.

Council is mindful of sustainable transport policies and would support improved public transport and other sustainable means of travel rather than over reliance on the use of motor vehicles.

Council would welcome a design that provides a bold and imaginative façade that projects a positive and quality image of Crewe.

Further comments have been received after consideration of revised plans;

“Crewe Town Council has looked at the revised plans it received in September 2018. It considers that the comments made on the original submission remain valid. The Council sought assurance that there will be no detrimental impact on Air Quality Management Areas. It notes that the revised Air Quality Assessment submitted by the applicant concludes that there will be moderate adverse impact on receptors R3 and CE203. It believes that no worsening of air quality is acceptable in areas already exceeding safe limits, and therefore remains of the view that the development would only be acceptable if it sits within a new scheme to manage congestion in this area.

The revised proposals are still too dominant and, if approved, a further height reduction of 1 storey is required to minimise impact on the Hotel which is an important locally listed building, and probably the first public building in Crewe.

The heritage impact study is incorrect about the age of the Hotel. The building was first constructed in the early 1840s and subsequently extended. It is noted that the highways

officer has referred to the dedication of land to the adopted highway as mitigation. It is not clear what land is being referred to or how it relates to the submitted plans. The Town Council would like to know precisely what is being proposed, given the existing traffic problems in this area”.

REPRESENTATIONS:

7 Representations have been received objecting to the application, raising the following concerns;

- Development of unacceptable design and out of keeping. A high quality design is required as site is close to proposed Crewe hub station
- Double tier parking should be provided at existing car park off Weston Road next to the station
- Adverse impact on residential amenity with overlooking from the car park,
- Loss of amenity and increased noise.
- Increase in traffic and congestion in locality
- As the multi-storey car park will be chargeable this will not be used by commuters and not address on-street parking issues
- Noise from queuing cars and the car wash.
- Will worsen air quality in Air Quality Management Area
- No need for car wash given existing facilities locally
- should be investing in integrated, healthy public transport for sustainable growth connected to HS2
- Loss of live music venue and cultural hub (i.e. 'The Box' live music venue and 'Colossus Recordings' recording/rehearsal studios.
- Car-use should be discouraged for the sake the environment and for local congestion issues. A multi-story car-park would be a retrograde step and instead, public transport should be encouraged, including the re-instating of bus services

A letter of objection has also been received from Cllr Jill Rhodes on the following grounds;

“The Royal Hotel is a listed building and is one of a group of buildings in this area, e.g. the bank building a few meters away. In any other town this area would be designated as a conservation area.

The planning authority has a duty to safeguard these buildings and to ensure that they are surrounded by buildings that enhance their significance. This proposal for a car park does not enhance the building in any way

The materials chosen do not meet the design guide which clearly states brick as the primary material. The refusal of a nearby planning application confirms this. The materials are totally inappropriate for the area.

The height of the proposed car park is overbearing and visible from not only Pedley Street but also Nantwich Road. The builders of Rail House recognised the importance of the height of buildings near these listed buildings when they built Nantwich House, which fronts onto Nantwich Road and is no higher than the Royal Hotel. No building should be higher than the hotel.

I would question the traffic survey. It seems to me that a significant car park has been omitted from the survey, the Virgin Station Car park. The surrounding pay and display car parks are frequently under used, suggesting there is plenty of car parking for those who wish to pay. The nearby streets are clogged with those who do not wish to pay.

There must be a significant increase in traffic, there are 385 parking spaces. There will also be an increase in standing traffic as the cars queue to use the proposed car wash. Though there are more than enough car washes in the area.

There will be a loss of amenity to residents with overlooking from the car park. Increase in traffic, noise from queuing cars and the car wash. The air quality in this air quality management area will be worse.

In short this proposal does nothing to enhance the quality of the area in terms of architecture, or ambience and makes things worse for the residents”.

In relation to the amended proposals Cllr Rhodes has commented as follows;

“I have already commented on the previous application. I would like those comments to be read in conjunction with these comments. They were around the number of listed buildings in the area. The height of surrounding properties and nuisance to neighbours. This new design has some brick but the grey concrete is still unacceptable in design terms. The car park is still visible above the existing hotel. The reports still fails to recognise the housing on Pedley Street and the nuisance 300 extra cars will have on the amenity of residents. The air quality report admits that this development will make the air quality worse. This are is already an air quality management area”.

3 representations have been received in support of the proposals on the following grounds;

- Much needed development in Crewe, and hopefully the start of major private development supporting the proposed new Crewe Hub;
 - Business and investment opportunities will be enhanced by the provision of better hotel, parking, and local transport links.
- Parking facilities locally are inadequate, for example, on Crewe Alex match days.
- Reduction of on-street parking
 - New developments are essential for protection of the town's future following years of decline.

APPRAISAL

Principle of development

The site is previously developed within the Crewe Settlement Boundary and the Nantwich Road Shopping area as defined by Policy S.9 the Crewe and Nantwich Local Plan. The site also forms part of the strategic location identified as Central Crewe under CELPS Policy LPS 1 of which the principal objective is maximise opportunities for regeneration and development.

In principle the development accords with elements of CELPS Policy LPS 1 (Central Crewe Strategic Location) in terms of the following;

- Site LPS 1 refers to appropriately sited, rationalised and improved car parking to support town centre uses and the local economy (point 9)
- Provision of new car parking, signage, concourse, public transport interchange and improved station facilities (including ancillary development relating to its use) at Crewe Railway Station (point 13 of LPS 1 Central Crewe)
- Improvements to Crewe Railway Station, including the development of adjacent land for complementary uses, to improve connectivity at this major communications hub (point 19 of LPS 1 Central Crewe)

Furthermore the site adjoins the boundary of the Crewe Rail Gateway Supplementary Planning Documents SPD boundary, which supports the provision of facilities to support the railway station as a gateway location, recognising the importance of appropriate design layout and form.

The Council's Cabinet resolved to consult on the draft HS2 Masterplan Vision for Crewe in November 2017. One of the objectives of the Masterplan Vision is "5. Provide a high quality station environment that sets the bar for development around the station and beyond and provides an exceptional gateway to the constellation partnership and northern gateway".

The Council has subsequently approved an updated Local Development Scheme with effect from the 1 October 2018, which states that a Crewe Station Hub Area Action Plan is to be produced which will set out policies and proposals to manage change associated with the HS2 hub station at Crewe.

However, given the very early stage in the preparation of the Area Action Plan and detailed proposal in relation to the delivery of the HS2 Station Hub and associated infrastructure in Crewe, this can only be given very limited weight in the consideration of planning applications at this time .

The site also lies within the Nantwich Road Shopping designation defined under Saved Policy S.9. This refers to the need for non-retail development having to be complimentary to existing retail uses and not have a detrimental impact on the retail function or residential amenity of the area. it is considered that in principle the proposed development of this unattractive site, which lies behind the main shopping frontage onto Nantwich Road will support and be complementary to the function of the shopping area. The impact on the character of the locality and amenity are specifically addressed below.

The principle of providing car parking provision in this location and is therefore broadly acceptable given the current planning policy position. However , the siting and design of the proposals, the impact on the setting and character the locally listed building, the amenity of local residents and issues arising from traffic generation require careful assessment. These issues are addressed below.

Design

The importance of securing high quality design is specified within the NPPF and paragraph 124 states that:

'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this'

This is supported by Policy SE1 of the CELPS.

The amended proposals have significantly reduced the massing and scale of the original scheme through the reduction in height of the building by two full storeys, use of lightweight cladding treatment for the upper storeys and the stepping-in of the building alongside Pedley Street.

The Council's Urban Designer has advised that the reduced scale and modified design of the building addresses the original design and heritage concerns which were raised. The amended scheme will not constitute unduly dominant feature within the townscape, and not over dominate adjacent buildings from key view points of the site including the station forecourt and along Nantwich Road. The building is of a scale which will achieve an acceptable relationship with the Royal Hotel and the frontage of buildings along Nantwich Road.

The Urban Designer considers that the revised material choice continues to help to echo the industrial origins of the town and given the local context close to the railway. The perforated cladding also presents an opportunity to enrich the building, particularly at night time and recommended that the cladded sections of the building be used as a 'canvas' for public art. It is also considered that whilst the colour scheme for the perforated cladding is of a darker metallic shade rather than silver, the final detail/colour should be controlled by a condition.

Although the pedestrian entrance, lift and stair cores remain in the locations originally proposed for reasons of accessibility and safe escape, the visual impact of elements visible at roof level has also been reduced in height by 1.5 metres, and faced with translucent cladding. In accordance with the advice of the Urban designer, the parking layout has been amended (Level 5) to ensure that parking spaces are set back from the east elevation to avoid parking being unduly visible (particularly during darkness) from the direction of the station.

The development is of a siting and design which will not have an adverse on the appearance or character of Pedley Street, given the reuse of an unattractive area of surface parking and removal of existing buildings of no architectural merit. A condition is however recommended requiring details of the treatment for areas of public realm adjacent to the entrance of the car park.

Built Heritage

Policy SE7 The Historic Environment requires that all new development conserve and enhance the historic environment and seek to avoid harm to heritage assets and make a positive contribution to Cheshire East's historic and built environment. In relation to non-designated assets criterion 3.b.i. requires the impact of proposed development should be properly considered, with a balanced consideration, weighing direct and indirect impacts upon the asset and its setting, having regard to the scale of any harm or loss, with a presumption that heritage assets will be conserved.

The Royal Hotel is a locally listed building and therefore constitutes as a nondesignated heritage asset.

In relation to the original proposals the Conservation Officer raised significant concerns as regards the impact of the proposal on the setting and character of the Royal Hotel given the excessive scale and massing, and also the design of the originally proposed development.

The amended scheme is considered to achieve an acceptable relationship with the scale of the Royal Hotel and its simple, contemporary design acts as a contrast to and does not seek to imitate the ornate, opulent character of the locally listed building. This helps to emphasise the locally listed building as the key built element of the grouping. The brick plinth at the base of the building will help to ensure a robust, anchored character and will tie into the brick and terracotta façades of the Royal Hotel.

It is considered that the proposal would not lead to any significant harm to the fabric of the Royal Hotel from the loss of the elements to the north, as this does not represent the principal 'dressed' frontage architecturally. Although these elements are later additions to the rear of the hotel and are of little architectural merit, a condition is recommended requiring their written recording prior to demolition.

The proposed single storey extension accommodating enhanced facilities for the hotel are of a siting and design which would not be harmful to its character of appearance.

It is considered that the proposals will not undermine the historic significance of the Royal Hotel, which primarily relates to the architectural interest of its principal elevations, and not impede or obstruct key views of this locally listed building. The proposal also improves the setting of the hotel through the repair and containment of the Pedley Street frontage and the removal of unattractive car parking.

Highways

A Transport Assessment and subsequent update has been submitted in support of the proposals and assed by the Councils Highway Engineer.

Sustainable access

The site is already established and the footway and pedestrian crossing infrastructure in place which provides access to the wider Crewe area and its services and amenities, and public transport options.

There is cycling infrastructure also including the National Cycle Route 415 which passes the site on Nantwich Road.

Safe and suitable access

There have been around 20 recorded traffic accidents within close proximity of the site on Nantwich Road including a fatality that took place in 2013. This is a busy part of the highway network with high vehicle numbers, pedestrian activity and crossings, and cycle lanes, and a large number of the accidents are due to human error. There is a highways scheme within the Infrastructure Delivery Plan (IDP) to improve operation of the network at this location.

Network Capacity

To identify the peak hour demand of the proposal the applicant has undertaken car park surveys of the existing car park and the adjacent Pedley Street car park, both of which have a combined capacity of just over 100 spaces.

The surveys and associated trip rates indicated that the development would generate around 100 vehicle trips during the weekday AM peak hour; 160 trips in the PM; and 120 during the Saturday afternoon peak hour.

The development flows have been distributed according to the existing traffic proportions. The methodology has forecast a disproportionately low number of additional vehicle movements through the Nantwich Road/Mill Street junction when compared to the existing flows. This junction has been assessed with standard software for a design year 2023 but has not been validated.

Nevertheless, the Strategic Infrastructure Manager considers that the model still shows the development to have a significant impact upon the operation of the junction, although it is not considered that such increased vehicle movements would justify the refusal of the application.

However, to facilitate a future highway improvement scheme for the network which will address capacity issues at this junction, and is included within the Council's Infrastructure Delivery Plan, a small parcel of the applicants land adjacent to Pedley Street is required to be dedicated as public highway. The Strategic Infrastructure Manager has confirmed that a land dedication agreement has been entered into between the applicant and Cheshire East Council, allowing the land to be released on the granting of planning permission.

It is also recommended that to mitigate the highway impact of activities and vehicle movements and activities associated with the development of the car park, that a condition is imposed requiring the submission of a Construction Management Plan.

Residential Amenity

The main residential properties affected by this development are located alongside Pedley Street to the west. At its closest point, the north western corner of the multi-storey car would be sited 26m from the front elevation of the closest dwelling (No.23 Pedley Street). Given the revised height of the development and that it would be sited at an oblique to this dwelling and

not in front of principal windows, this distance is sufficient to prevent any significant harm as a result of overbearing impact, overshadowing or loss of privacy.

It is already the case that extensive areas of car parking are accessed from Pedley Street and noise also arises as a result of the mixed use character of the locality. It is not therefore considered that noise impact from vehicle movements generated by the development would have any greater appreciable impact on the amenities of nearby dwellings.

In addition, the proposed car wash facility is an ancillary facility for use by customers of the car park, and consequently its use will generate very modest noise and no additional traffic itself.

The Environmental Protection team have also raised no objections to the proposals subject to conditions including a construction environmental management plan (CEMP), measures to mitigate the impact of construction and details of lighting,

As a result it is not considered that the proposal would cause significant harm to living conditions of neighbouring properties.

Air Quality

Policy SE12 of the Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality. This is in accordance with the NPPF and the Government's Air Quality Strategy.

Air quality impacts have been considered within the air quality assessment submitted in support of the application. Due to the reduced number of spaces now proposed, an updated assessment was submitted. This followed the same approach as the previous one, i.e. using ADMS Roads to model NO₂ and PM₁₀ impacts from additional traffic associated with this development and the cumulative impact of committed development within the area.

Based on the results of the originally submitted assessment, the Environmental Protection Officer objected to the proposals due to the predicted increases in nitrogen dioxide within the adjacent Air Quality Management Area (AQMA), and there being insufficient information submitted to show that the proposed mitigation measures would be sufficient to offset these increases.

However, the updated air quality assessment shows a smaller predicted increase in concentrations due to the reduced number of traffic movements, and has addressed the Environmental Protection Officer's original concerns. It is advised that the provision of electric vehicle charging points for 5% of the proposed parking spaces (12 spaces) will be sufficient to mitigate the impact on local air quality.

Therefore a condition will be imposed to secure Electric Vehicle Charging Point provision, and will ensure that the development would comply with Policy SE 12 point 1.

Loss of Community Facility

Policy CF3 seeks to protect community facilities which make a positive contribution to the social or cultural life of a community, unless suitable alternative provision is made. Previous appeal

decisions which have considered schemes that would result in the loss of a public house, which is considered to be similar to a nightclub/music venue use, have established that where there are other facilities nearby then there are no planning objections to the loss in principle. Appeal decisions make it clear that the consideration is whether there are alternative establishments in the local area not whether they offer exactly the same ambience / facilities as the one which has closed. In addition,

Policy CF3 makes no reference to the need to market an establishment before it is lost or for any considerations regarding viability. Whereas the Council has used such a reason for refusal for other premises in villages, the same considerations do not apply to the loss of venues in a town such as Crewe with other night clubs, public houses and similar facilities in the local area. It is therefore considered that the loss of The Box would not conflict with policy CF3 of the Replacement Local Plan 2011.

Nature Conservation

Since bats are a European Protected Species, it is necessary to ensure that the development which involves demolition of buildings will not result in the disturbance of, or have an adverse impact upon roosting bats.

A bat survey and inspection was carried out by an Ecologist and the buildings were deemed to offer negligible bat roost potential. The Council's Ecologist concurs with the submitted findings and advises that no further surveys are required.

A standard condition is recommended to protect nesting birds during demolition work.

PLANNING BALANCE

The proposed development of a multi-storey car on this site to serve Nantwich Road shopping area and for station users is considered to accord with the objectives of Policy LPS 1 (Central Crewe Strategic Location). This is in view of the current planning context, where the Area Action Plan and detailed proposals in relation to the delivery of the HS2 Station Hub are at a very early stage in preparation and can consequently be given very little weight at this time.

It is considered that the amended proposals are of acceptable siting and design which would neither compromise the character or setting of the locally listed building, or constitute an unduly dominant feature within the local townscape. Although the multi-storey car park is a large building, it is of a scale which still achieves an acceptable relationship with the Royal Hotel and would not undermine its historic significance. Although structures and outbuildings to the rear of the hotel will be demolished to facilitate the scheme, it is considered that this will have benefits in improving the setting of the locally listed building and the overall appearance of the area.

In addition, the associated refurbishment of the hotel and the provision of new facilities accommodated within the rear extension will also help ensure the continued use and future retention of this locally listed building.

Whilst the development will result in additional traffic movements on the local highway network, including significant impact on the junction of Mill Street and Nantwich Road, this is insufficient to justify the refusal of the application.

The impact upon air quality has been assessed as part of this application, and subject to the imposition of a planning condition the development would comply with Policy SE 12 point 1.

The development would have a neutral impact upon the living conditions of local residents, ecology and contaminated land.

The proposals are therefore considered to be a sustainable form of development in accordance with the Development Plan and national policy.

RECOMMENDATION:

APPROVE Subject to the following conditions;

- 1. Standard**
- 2. Approved plans**
- 3. Details of all facing and roofing materials and glazed elements**
- 4. Public art scheme for the building**
- 5. Building recording (level 2)**
- 6. Details of lift tower (Royal Hotel)**
- 7. Details of public realm treatments at the entrances to building**
- 8. Contaminated land – submission of a remediation strategy**
- 9. Contaminated land – submission of a verification report**
- 10. Contaminated land – works to stop if further unknown contaminated land is uncovered**
- 11. Electric Vehicle Charging Provision**
- 12. Lighting scheme to be submitted and approved**
- 13. Construction Environmental Management Plan (CEMP)**
- 14. Protection of Nesting birds**
- 15. Details of Surface water drainage**
- 16. Construction Management Plan**

In order to give proper effect to the Board's intent and without changing the substance of its decision, authority is delegated to the Head of Planning (Regulation) in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice

