
7-9 Piccadilly, Manchester

Planning Statement

On behalf of Thackeray Investments

December 2021

7-9 Piccadilly, Manchester

Planning Statement

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Barton Willmore LLP
Tower 12,
18/22 Bridge St,
Spinningfields,
Manchester
M3 3BZ

Tel: 0161 817 4900

Email: greg.dickson@bartonwillmore.co.uk

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1. INTRODUCTION

Background

- 1.1 This Planning Statement has been prepared by Barton Willmore LLP on behalf of its Client, Thackeray Investments ('the Client') in support of a full planning application for the proposed redevelopment of the property at 7-9 Piccadilly, Manchester (the 'Site').
- 1.2 The description of development is as follows:

"Retention, and future use of ground floor commercial units (for use Class E(a-d) retail and/or drinking establishment / Sui Generis Hot Food Takeaway) and partial demolition of the upper floors at 7-9 Piccadilly to provide for the development of a six storey of office development (Use Class E(g) above the retained commercial units at ground floor, together with rooftop amenity area, cycle parking, public realm improvements and associated works. The proposal includes upgraded facades to Piccadilly alongside a new frontage and accesses (pedestrian and servicing) to Back Piccadilly to incorporate a new office entrance / reception area."

Purpose of this Statement

- 1.3 The purpose of this Statement is to set out the context of the development and to assess the proposed development against the relevant adopted development plan policies and any other material considerations in accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004).
- 1.4 The development plan comprises the Manchester Core Strategy (2012), the 'saved' policies of the Manchester Unitary Development Plan (1995), the Greater Manchester Joint Minerals Development Plan (2013) and the Greater Manchester Joint Waste Development Plan (2012). The policies contained within the National Planning Policy Framework (2021) are also significant material considerations.
- 1.5 Matters of design, transport, archaeology, noise, drainage, air quality and ecology are assessed in detail elsewhere as part of the application submission. The findings of these surveys have informed the assessment of the proposed development against the relevant planning policies.

Planning Application Submission Package

- 1.6 The planning application is accompanied by a comprehensive range of supporting documentation and plans which should be read in conjunction with this Planning Statement.
- 1.7 The scope of the planning application was agreed with the Council during pre-application discussions. Table 1 identifies each of the submission documents and their author.

Table 1: Planning Application Documents

Document	Responsibility
Application Forms	Barton Willmore
Plans	5Plus
Visuals	5Plus / WhiteBox
Planning Statement	Barton Willmore
Statement of Community Involvement	Barton Willmore
Design and Access Statement	5Plus
Heritage Statement	Barton Willmore
Air Quality Assessment	SLR
Construction Strategy	Thackeray Investments
Crime Impact Statement	Greater Manchester Police – Design for Security
Drainage Strategy	Axiom
Environmental Standards Strategy	Buro Happold
Travel Plan	Mode Transport
Transport Assessment	Mode Transport
Noise Assessment	KP Acoustics
Structural Loading Engineering Report	Axiom
Ventilation Strategy	Buro Happold
Waste Management and Servicing Details (included within the Transport Assessment and the Design and Access Statement)	Mode Transport / 5Plus / Thackeray Investments
Ecology Report	Arbtech
Materials Schedule (included within the Design and Access Statement).	5Plus
Local Labour Agreement	Barton Willmore
TV and Radio Reception Impact Assessment	GTech Surveys
Daylight / Sunlight Report	Delva Patman Redler

Environmental Impact Assessment (EIA) Screening Request

- 1.8 The Applicant submitted a formal request for a Screening Opinion pursuant to Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 on 7th July 2021. It has been demonstrated within the formal request for a Screening Opinion that the proposal does not comprise “EIA development” as defined in the Regulations.

Statement Structure

- 1.9 The following sections of the Planning Statement are structured as follows:
- Section 2 introduces Thackeray Investments and summarises their vision for 7-9 Piccadilly;
 - Section 3 provides a description of the Site and the surrounding area;
 - Section 4 describes the proposed development;
 - Section 5 sets out the development plan against which the application should be determined;
 - Section 6 outlines any other material considerations that are relevant to the determination of this Application;
 - Section 7 sets out how the case for development and how the proposed development accord with planning policy; and
 - Section 8 provides a summary and concluding remarks.

Pre-application Engagement and Consultation

- 1.10 Prior to the submission of this planning application the Applicant has engaged in extensive pre-application discussions with Manchester City Council, as well as undertaking a public consultation exercise including Local Members, Stakeholders and members of the public. Specific actions included:
- Pre-application meetings with Manchester City Council's planning department;
 - Pre-application engagement with Historic England;
 - Pre-application dialogue with Manchester City Council's highways department;
 - Briefing sessions with Members, stakeholders and residents at Piccadilly Gardens;
 - A leaflet drop to over 800 properties; and
 - A three week public consultation period.
- 1.11 This activity, and the feedback generated, has informed the proposals that are now submitted. Full details of this are provided within the Statement of Community Involvement which accompanies this submission in support of the application. In summary however, following the body of consultation that has been undertaken, the scheme has been evolved and has received positive feedback from Officers, the

Council's Heritage and Conservation Officer, Historic England, and the Highways Authority, in addition to overwhelming support from local residents and stakeholders including local land owners and businesses.

2. DEVELOPMENT CONTEXT

Thackeray Investments

- 2.1 Thackeray Investments is a property development and investment company, first established in 1963. They hold a national property portfolio across various sectors including retail, office, care, residential and short-stay, with the majority of their assets being located in town and city centre locations across London, Cardiff, Reading, Nottingham, Leeds and Manchester. Their current portfolio comprises over 100 retail and restaurant units, over 100 high-quality residential units in addition to over 400,000 square feet of high-quality office accommodation.
- 2.2 Thackeray Investments benefit from expertise in development proposals which either form heritage assets themselves or have a direct relationship with them, and to date have successfully restored Grade II, Grade II* and Grade I listed buildings, and are currently involved in a range of projects including town centre mixed-use schemes, as well as a nursing home which utilises a Grade II Listed building.

Ambition for 7-9 Piccadilly

- 2.3 7-9 Piccadilly occupies a prominent, and strategically important position within the heart of the city centre, fronting onto Piccadilly Gardens, Manchester city centre's largest area of public open space. Thackeray investments' vision for the development is to transform 7-9 Piccadilly into a sustainable landmark building that aligns with the City Council's ambition to reshape Piccadilly Gardens. This will also include re-activating Back Piccadilly as a core principle, providing new office frontages and improving the quality of the environment in this location.
- 2.4 Enhancing the retail frontage onto Piccadilly Gardens also forms a key part of the ambition for the site. This vision also sets out a commitment to urban renewal through the greening of laneways and the creation of a new, reimagined link between Piccadilly Gardens and the Northern Quarter, improved security through passive surveillance both to the Gardens and Back Piccadilly as well as the promotion of an opportunity for shared spaces to breathe new life into this part of the City.
- 2.5 The Vision for the building includes a focus on health and wellbeing, and maximising sustainability and the circular economy of the building, including the reuse of the building's existing frame. Occupier facilities including secure cycle storage and gymnasium

are also key to maximising the offer of the building and ensuring it is a place where people want to work.

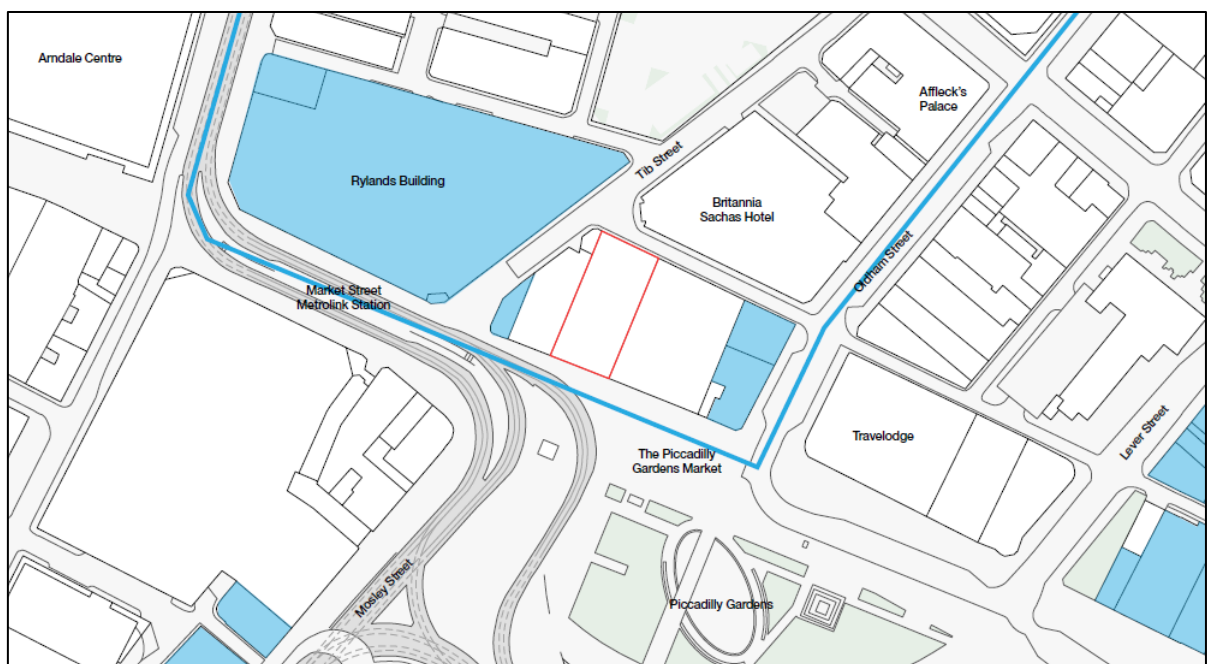
- 2.6 Overall, the proposed development will retain the retail development and active frontage onto Piccadilly Gardens, whilst also introducing high quality office accommodation (including roof terrace) onto the upper floors of the building, which are currently vacant and redundant. It will also provide a new, reimagined link between Piccadilly Gardens, Back Piccadilly and the Northern Quarter.

3. SITE LOCATION AND DESCRIPTION

The Site

- 3.1 As existing, the Application Site comprises a three-storey building with commercial premises (currently comprising a Superdrug and Greggs store) at ground floor level with storage on the upper floors. The Site extends to approximately 0.07ha and there are no known environmental designations affecting the Site.
- 3.2 The Site occupies a prominent position, with the principal elevation of the building fronting onto Piccadilly Gardens. The rear of the building (and service entrances) form part of Back Piccadilly and is visible along Tib Street. Figure 1 below identifies the location of the Application Site within the wider context.

Figure 1: Site Location



- 3.3 The Site lies within the City of Manchester (Smithfield) conservation Area (1987) (denoted by the blue line at Figure 1 above), and immediately adjacent to the Stevenson Square Conservation Area. The Site itself is not a listed building although it is noted that there are a number of listed structures within the block, these are shaded blue on the plan extract at Figure 1 above.

Surrounding Area

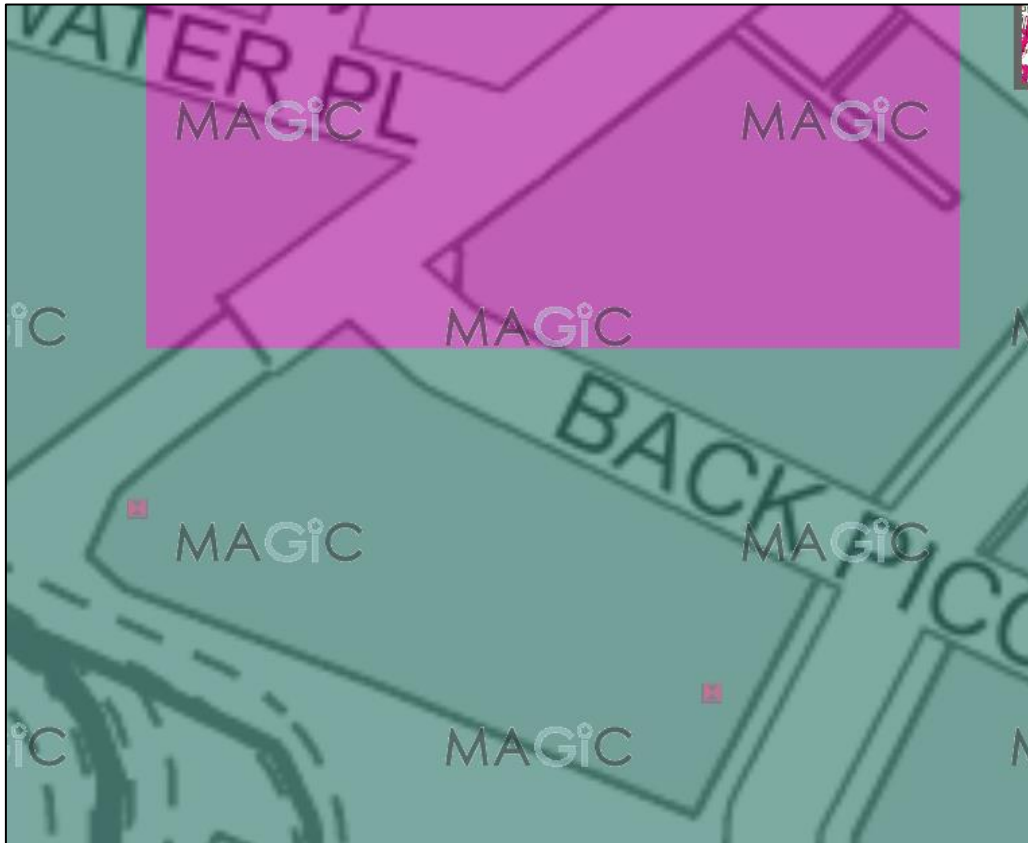
- 3.4 The Application Site lies at the heart of Manchester City Centre, presenting a frontage to Piccadilly Gardens, the City Centre's largest public open space. As expected for a city centre location, the area surrounding the Site comprises a variety of use and building types, architectural styles, building materials and scales. Within the immediate vicinity of the site are a number of office, hotel, commercial and retail buildings, commensurate with a diverse city centre such as Manchester. It is a densely populated area with buildings of varying scale surrounding the Site.
- 3.5 The Piccadilly frontage is of a grander scale, with a series of taller buildings framing Piccadilly Gardens. A lighter material palette is experienced here.
- 3.6 The Back Piccadilly Frontage boasts a different character, more akin to the Northern Quarter to which this frontage adjoins. Street patterns form a tighter grain with narrow streets and a dominance of red brick buildings, many of which are former industrial buildings which have been repurposed into office, retail and leisure offers, as discussed previously.
- 3.7 In terms of the block within which the Application Site lies, 7-9 Piccadilly is smallest of the existing buildings in terms of storeys, with the exception of the Carrington's Hair Dressers building to the west being the only building within the block that is of a lesser scale than the Site. The adjoining buildings to the east and west, as well as the existing hotel to the north of the Site (located on Tib Street), are all greater in scale than the Application Site as existing.
- 3.8 There are a number of listed buildings within the vicinity of the site, all of which are Grade II Listed. Most notably the former Debenhams building (the Rylands Building) and the Carringtons Building, to the west of the Site, as well as 15-17 Piccadilly (also under the Applicant's ownership), along with a number of listed statues to the east and south-east. These are discussed in further detail within the accompanying Heritage Statement.

Designations

- 3.9 From a technical perspective, the Site lies entirely within Flood Zone 1 and is therefore, at low risk of flooding. According to DEFRA's online mapping, the following designations apply, as illustrated within the interactive map extract at Figure 2 below:
- Red Rose Community Forest;

- Priority Species Area – Lapwing; and
- River Irk (Moston Brook to River Irwell) Nitrate Vulnerable Zone (outside, but adjacent to the Site, see pink shading below).

Figure 2: DEFRA MagicMap Extract, 7-9 Piccadilly



- 3.10 The Site is also located within the Manchester Air Quality Management Area.
- 3.11 Set against this context, ecology surveys (including bat and bird), and an air quality assessment have been undertaken to support the application proposals.

Accessibility

- 3.12 As discussed further within the accompanying Transport Statement and Framework Travel Plan, the Site is in a highly sustainable location accessible by a range of modes of travel, providing excellent opportunities for people using the proposed building to travel on foot, by bicycle and public transport to it.
- 3.13 The comprehensive footway network throughout the City Centre provides convenient access to locations across the city. With this Section of Piccadilly, along with much of the

surrounding area being pedestrianised, and not generally accessible by car (noting that the Metrolink Line runs throughout these areas).

- 3.14 The Site is also highly accessible by sustainable modes of transport. The nearest Metrolink tram stop is located on Market Street, approximately 30 metres to the west of the Site, with Piccadilly Gardens Metrolink tram stop being located approximately 140 metres to the south of the Site, across Piccadilly Gardens. Both Metrolink stops provide convenient, sustainable access across the City Centre, including the cities railway stations, Manchester more generally as well as Greater Manchester, including, Bury, Rochdale, Salford, Manchester Airport and Altrincham (amongst others).
- 3.15 The nearest bus stops to the Site are located on Oldham Street, and Piccadilly, which are located approximately 60 and 80 metres respectively to the east of the Site. In addition, Piccadilly Bus station, the City's main local bus interchange, is located approximately 105 metres to the south of the Site, across Piccadilly Gardens. As in the case of the Metrolink, a number of services operate from these bus stops, providing sustainable and accessible links across the city centre, Manchester more generally as well as Greater Manchester.
- 3.16 Piccadilly Railway station, Manchester's primary railway station is located approximately 500 metres to the south-east, and within walking distance of the Site, providing frequent, and numerous rail links across the country.
- 3.17 In summary, the Site sits in a highly sustainable location within the City Centre that benefits from its proximity to excellent public transport links to other parts of Greater Manchester and beyond, as well as the wider city centre offer.

Planning History

- 3.18 A review of the Council's online planning search tool has been undertaken. The search revealed a high number of advertisement consent applications which are not considered relevant for the purpose of this Report. Those applications which are considered to be of relevance are set out in table 2 below.

Table 2: Relevant Planning History, 7-9 Piccadilly

LPA Ref.	Description of Development	Decision	Date
F07805	Change of use from office accommodation to a retail shop use.	Approved	19.12.1977
F14320	New shop front to shop premises.	Approved	28.10.1980
018377	Use of vacant premises as a gymnasium and ladies fitness centre.	Approved	27.10.1982
019314	Change of use from shop to a restaurant	Approved	26.04.1983
053408/FU/CITY1/97	Change of use from Class A1 (Shops) to Class A3 (Food and Drink)	Approved	18.03.1998
057184/FO/CITY1/99	Erection of retail unit after demolition of existing building	Approved	18.10.2001
057185/CC/CITY1/99	Conservation Area Consent – Demolition of existing building.	Approved	18.10.2001
066085/FO/CITY1/02	New shopfront to Piccadilly	Approved	05.11.2002
089931/FO/2009/C2	Replacement of part of existing frontage with new frontage to incorporate a separate entrance in association with the subdivision of the existing retail unit.	Approved	13.07.2009

- 3.19 In summary, there are no historic planning applications pertinent to 7-9 Piccadilly that would impede its ability to accommodate the development proposed as part of this Planning Application.

4. PROPOSED DEVELOPMENT

Vision

- 4.1 The vision for 7-9 Piccadilly is driven by the need for a holistic, sustainable development that contributes to the wider ambitions for the Piccadilly area.
- 4.2 The Applicant's vision for 7-9 Piccadilly is to transform the existing building into a sustainable landmark building that aligns with the City Council's ambition to reshape Piccadilly Gardens, whilst providing Grade A office accommodation. This will also include re-activating Back Piccadilly as a core principle, providing new office frontages and improving the quality of the environment on to Piccadilly Gardens. The vision for the 7-9 Piccadilly is seen as an opportunity to kick-start the wider regeneration of the area and breathe new life into the heart of the city centre.
- 4.3 This vision, shared with officers during preapplication dialogue focussed on a commitment to urban renewal through the greening of laneways and the creation of a new, reimagined link between Piccadilly Gardens and the Northern Quarter, improved security through passive surveillance both to the Gardens and Back Piccadilly as well as the promotion of an opportunity for shared spaces, along with improved public realm and the introduction of planting, to breathe new life into this part of the City.
- 4.4 On this basis, the emerging scheme proposes the retention of the commercial unit on the ground floor, whilst converting the upper floors into high quality Grade A office accommodation, including the sensitive introduction of a third, fourth and fifth floor onto Piccadilly Gardens with a sixth floor set back to provide the opportunity for an attractive roof terrace providing panoramic views across Piccadilly Gardens.
- 4.5 The Vision for the building also includes a focus on health and wellbeing, and maximising sustainability and the circular economy of the building, utilising the building's existing frame. Occupier facilities including secure cycle storage and gymnasium are also key to maximising the offer of the building and ensuring it is a place where people want to work
- 4.6 All of the above is to be provided within a building that has been designed to the highest quality, noting the prominent location of the building and being respectful to the historic nature of the surrounding area and the historic buildings and structures which lie within the vicinity of the Site. The vision is for 7-9 Piccadilly to deliver on

all of the above goals whilst representing a sensitive infill of development which respects the prevailing built form and character of the surrounding area.

Development Description

- 4.7 The Applicant is seeking full planning permission for a development comprising of the Retention, and future use of the ground floor commercial units (Class E(a) retail and Sui Generis Hot Food Takeaway) and partial demolition of the upper floors at 7-9 Piccadilly to provide for the development of a six storey of office development (Use Class E(g) above the retained commercial units at ground floor, together with rooftop amenity area, cycle parking, public realm improvements and associated works. The proposal includes upgraded facades to Piccadilly alongside a new frontage and accesses (pedestrian and servicing) to Back Piccadilly to incorporate a new office entrance / reception area.

Use

- 4.8 The existing retail units (currently a Greggs hot food takeaway (Sui Generis) and a Superdrug store (Use Class E(a))) at ground floor will be retained as part of the proposed development, ensuring the retention of an active frontage along Piccadilly.
- 4.9 The development will also provide for the re-activation of Back Piccadilly, through the creation of a new access to the office aspect of the development. This will see the creation of a new entrance and lobby area along Back Piccadilly as well as access to a loading lift which will serve both the retail units as well as providing access to the bicycle storage area for the future occupiers of the building.
- 4.10 The proposed development will also see the currently underutilised basement of the existing building transformed into a multi-use area, including a gym for the occupiers of the building, cycle storage and shower/changing area, as well as staff area for the aforementioned commercial units at ground floor. The basement will also include the bin storage areas and electrical plant equipment.
- 4.11 The first to sixth floors will be dedicated to the provision of flexible, Grade A office accommodation. Part of the first floor will also provide for a communal lounge area, accessed via a spiral staircase from the office entrance lobby. Each floor of office accommodation will benefit from accessible lift access, toilet facilities as well as mechanical ventilation. Each floor will also benefit from generous natural lighting, from large windows to the Piccadilly and Back Piccadilly frontages, as well as from a central lightwell.

- 4.12 The sixth floor of the proposed development will see part of the floor area given over to provide a roof terrace for the occupiers of the office accommodation. This will predominantly front onto Piccadilly Gardens, providing panoramic views of the City. A more modest terrace will also be provided fronting onto Back Piccadilly.
- 4.13 An area of mechanical plant will be location on the roof of the building, positioned centrally within the roof behind a plant screen designed to blend in with the rest of the building. This has been designed such to reduce its visual impact to the maxima, ensuring that from almost all angles, the rooftop plant will not be visible from the street. This is demonstrated within the visuals and plans which accompany this submission.

Amount

- 4.14 Table 3 below sets out the amount and nature of the development proposed as part of this Planning Application:

Table 3: Schedule of Proposed Accommodation, 7-9 Piccadilly

	Proposed
Building Heights (storeys & mAOD)	G+6 Storeys (with plant screen above) +72.829m AOD to parapet of plant screen
Retail (sq. m.)	830m ²
Commercial (Sq. m.)	3,955m ²
Roof Terrace (Sq. m.)	151m ²
Incidental Space / Plant (Sq. m.)	592m ²
Cycle Parking	40 Spaces

Scale and Massing

- 4.15 As set out within Table 3 above, the proposed development provides for 6 storeys over the ground floor commercial units, equating to a total height of 72.829M AOD to the parapet of the plant screen.

- 4.16 The building proposed as part of this applications sees the parapet height of the first four storeys aligned with the parapet of the neighbouring building, with the fifth and sixth floors set back to reduce their visual impact. These floors will also be constructed of different materials to ensure they appear visually separate from the main façade.
- 4.17 The scale and massing of the building has been designed to be respectful to the surrounding buildings, both on the Piccadilly and Back Piccadilly frontages, and is consistent with the typology of buildings within the block within which 7-9 Piccadilly lies. This includes Sacha's Hotel, the Light Building and the recently completed Transmission House.
- 4.18 The roof plant area appears, in 2 dimensional form to project far above the remainder of the roofline of the proposed building. However, and as discussed previously, this has been designed such that it will be largely hidden when viewed from the street. The modest plant screen, which will be finished in the same material to the sixth floor, has been designed to assimilate into the remainder of the building and into the surrounding streetscene.

Appearance

- 4.19 The Application Site is unusual in that it essentially has two frontages. The Piccadilly frontage and the Back Piccadilly frontage. Both of which differ as a result of the distractive, and markedly different character areas which they face. Both frontages benefit from a new, remodelled façade as part of the proposed development.
- 4.20 The Piccadilly frontage has been designed to be similar in scale, form and materiality to that of the adjacent buildings fronting onto Piccadilly Gardens. The main façade, as well as the fifth floor (the first of the set back floors) will be finished in technical Stone, with grey granite at ground floor level around the shop fronts, mirroring the arrangement of neighbouring buildings. The sixth floor of the building, which is set back from the main façade is finished in anodised aluminium cladding, in order to ensure that this aspect of the proposal appears subservient, and visually separate from the main façade, adding to the visual interest of the proposal, but also ensuring that the form and massing of the proposal are respectful to the neighbouring heritage assets and appropriate in heritage terms.
- 4.21 In terms of the Back Piccadilly façade, the first six floors of the building (including the ground floor level) will be finished in traditional red brick, mirroring the local

vernacular and respectful of the Northern Quarter's character and distractive architecture. It also incorporates a green wall element as well as an element of public art, to tie in with the Northern Quarter's distinctive and renowned character. The glazed entrance to the building on Back Piccadilly will be inset to provide a welcoming entrance to the building and to provide a degree of shelter to the entrance.

- 4.22 The roof of the building is to be clad in the same aluminium cladding as the Piccadilly frontage. This element of the development bringing together the two distractive characters of the proposal.
- 4.23 The side elevations of the building have also been designed to be appropriate in form and design. The western elevation, facing the Rylands Building is a blank elevation, but is proposed to be constructed in a composite block similar in colour to the Piccadilly frontage. The proposed block will provide texture to this elevation ensuring that it is appropriate to the character and appearance of the wider area. The eastern elevation, which faces towards Oldham Street, principally forms the lightwell, which spans all floors of the proposed development. The glazing will be framed with metal of a colour matching the upper floors, providing consistency across the development whilst being functional in providing the office development with high levels of natural light.

Plant

- 4.24 The proposed plant will be located on the roof of the building and will be screened to avoid plant being visible from the street level, as demonstrated by the CGI visuals which have been submitted in support of the Application. The aforementioned plant screen will be constructed of the same metal cladding as the top floor of the building, further minimalising its appearance within the streetscene.

Access, Parking and Servicing

Building Access

- 4.25 There will be dual entrances to the building, with the Piccadilly access serving the retained commercial units, and the Back Piccadilly access serving the proposed offices.

Servicing and Deliveries

- 4.26 Servicing and deliveries will be made via Back Piccadilly, as per the existing arrangement. The proposed development will incorporate a service lift to provide access to bin storage areas as well as providing cyclists with access to the cycle storage area.

Car Parking

- 4.27 Owing to the Site's highly sustainable and accessible location, the development does not propose any car parking spaces on site and so is completely car free.

Cycle Parking

- 4.28 The proposed development will see the creation of 40 cycle parking spaces within the basement of the building. As set out above, they will be accessed via the service lift from Back Piccadilly. In addition to the cycle parking itself, provision has also been made for lockers, changing and shower facilities to accompany the cycle parking, for the benefit of the building's future occupiers.
- 4.29 Further information on this is provided within the Transport Statement and Travel Plan which are submitted in support of this planning application.

5. THE DEVELOPMENT PLAN

- 5.1 For decision-taking, Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. This is reiterated in paragraphs 2 and 47 of the National Planning Policy Framework (NPPF).
- 5.2 The statutory development plan for the purposes of determining this planning application comprises:
- The Manchester Core Strategy (2012);
 - The 'saved' policies of the Manchester Unitary Development Plan (1995);
 - The Greater Manchester Joint Minerals Development Plan (2013); and
 - The Greater Manchester Joint Waste Development Plan (2012).
- 5.3 A summary of the relevant policies from the development plan are set out below.

Manchester Core Strategy (2012)

- 5.4 The Manchester Core Strategy (herein referred to as the 'Core Strategy') was adopted in July 2012. In accordance with paragraph 219 of the NPPF due weight should be given to existing policies, according to their degree of consistency with the NPPF. Those relevant policies that are consistent with the NPPF will effectively form the 'development plan'.
- 5.5 By 2027 the Council's Vision is for Manchester to be a successful, sustainable and accessible City in the front rank of cities in Europe and the world. It will be a City with a growing economy driven by the strength of the Regional Centre which supports a successful City Region. The knowledge-based economy will have flourished with an entrepreneurial community, characterised by a fully skilled, inclusive working population.
- 5.6 This Vision is supported by a series of Spatial Objectives. Spatial Objective SO2 seeks to support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City. The Regional Centre will continue to be the main focus for business, retail, higher education, leisure, cultural and tourism development, to further develop its role as the main employment location and primary economic driver of the City Region.

- 5.7 The Core Strategy Proposals Map confirms the Application Site is located within Manchester City Centre.
- 5.8 Policies of the Core Strategy that are considered relevant to the redevelopment of 7-9 Piccadilly are discussed further below.
- 5.9 **Policy SP1, Spatial Principles** sets out that the Regional Centre will be the focus for economic, commercial, retail, leisure and cultural activity, alongside high-quality city living. The Site lies within the defined Regional Centre.
- 5.10 **Policy EC1, Employment and Economic Growth in Manchester** identifies that the Council will support significant contributors to growth and productivity, including retail, cultural and tourism facilities.
- 5.11 **Policy EC3, The Regional Centre** provides encouragement for commercial development and other employment generating uses, noting that the Regional Centre is an appropriate location for large scale leisure uses.
- 5.12 **Policy CC1, Primary Economic Development Focus: City Centre and Fringe** identifies the city centre as a strategic economic location and a focus for employment growth. The policy sets out that the city centre will be considered a suitable location for high density buildings and commercially-led mixed use schemes.
- 5.13 **Policy CC2, Retail** sets out that the Council will promote the growth and improvement of retail provision in the city centre and that this will be focussed on the Primary Shopping Area (within which the Site lies). The policy also notes that ancillary commercial and leisure uses are also acceptable within the Primary Shopping Area provided that retail remains the predominant use and that proposals do not conflict with other parts of the development plan.
- 5.14 **Policy CC4, Visitors – Tourism, Culture and Leisure** sets out that the city centre will be the focus for culture and leisure in the City Region, and that proposals to improve the appearance, use and accessibility of all cultural and visitor attractions will be supported. The policy acknowledges the importance of hotels within the city centre and provides encouragement for hotel development which contributes to the quality of the hotel offer within the city centre.
- 5.15 **Policy CC6, City Centre High Density Development** notes that city centre development will generally be high density, making the most efficient use of land.

The policy stresses the need for development proposals to have regard to the Council's approach to tall buildings (See Policy EN2).

- 5.16 **Policy CC7, Mixed Use Development** identifies that the city centre presents the most viable opportunities for mixed-use development in the city, and that these will generally present the most efficient use of land in the city centre. The policy promotes the incorporation of active ground floor uses in locations that have an established public function. The Site in question would represent such a function.
- 5.17 **Policy CC8, Change and Renewal** provides support for developments which make significant contributions to the city centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the city centre, subject to heritage and character considerations.
- 5.18 **Policy CC9, Design and Heritage** requires the design of new buildings to be of the highest standard in terms of appearance and function. Development within the city centre should preserve or enhance identified heritage assets including listed buildings and conservation areas. Support is given to high density and mixed-use development within the city centre but emphasises the specific design challenges that would need to be overcome to ensure a complimentary design. New development within the city centre is expected to contribute to a coherent and integrated physical environment.
- 5.19 **Policy CC10, A Place for Everyone** sets out that the city centre will develop as a location which appeals to a wide range of residents and visitors, and development which promotes this objective will be supported.
- 5.20 **Policy C10, Leisure and the Evening Economy** sets out that new development and redevelopment that supports the evening economy and supports a balanced and inclusive night-time/evening economy will be permitted, subject to considerations around cumulative impact, residential amenity and balance between night-time and daytime uses.
- 5.21 **Policy EN1, Design Principles and Strategic Character Areas** notes the city centres rich legacy and expects developers to consider the city's heritage and continue the rich pattern of activity within the core area. The policy notes that whilst there will be opportunities to create landmark buildings, developments should also make positive contributions at street level.
- 5.22 **Policy EN2, Tall Buildings** defines a tall building as being one which is significantly taller than their neighbourhoods and/or which will significantly change the skyline.

Support is offered to tall buildings of excellent design, appropriately located, sustainable and that contribute positively to place making. The city centre is located as an appropriate location for tall buildings although the policy expresses a preference for non-conservation area sites in this regard.

5.23 **Policy EN3, Heritage** sets out that the Council will encourage development that compliments heritage features. Development must preserve or enhance the historic environment, the character, setting and accessibility of listed buildings and conservation areas.

5.24 There are several other Core Strategy policies that are also relevant to the proposed development but have not been summarised above. The other relevant policies are:

- T1: Sustainable Transport.
- T2: Accessible Areas and Opportunity and Need.
- EN4: Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development.
- EN6: Target Framework for CO₂ Reduction from Low or Zero Carbon Energy Supplies.
- EN8: Adapting to Climate Change.
- EN14: Flood Risk.
- EN15: Biodiversity and Geological Conservation.
- EN16: Air Quality.
- DM1: Development Management.

5.25 An assessment of the proposed development against all of the policies discussed and listed above is undertaken in Section 7 of this Statement.

Manchester Unitary Development Plan – Saved Policies 1995

5.26 The Manchester Unitary Development Plan (UDP) was adopted by the Council on 21st July 1995. A significant number of its policies were replaced or superseded in 2012 by policies contained within the Core Strategy. However, several have been retained for development management purposes. Like the Core Strategy, the weight to be given to relevant policies depends on their consistency with the NPPF.

5.27 The only relevant saved policies pertinent to the consideration of the development proposals for 7-9 Piccadilly are Policies DC26.1 and DC6.4, which relate to

development and noise. As above, these policies are considered as part of the technical assessment at Section 7 of this Statement.

The Greater Manchester Joint Waste Development Plan (2012)

- 5.28 The Greater Manchester Joint Waste Development Plan (Waste Plan) was formally adopted as part of Manchester's development plan in April 2012. The document was prepared jointly between the ten Greater Manchester authorities. The Waste Plan is not considered to contain any policies relevant to the proposed development, and so is not considered further within this Statement.

The Greater Manchester Joint Minerals Development Plan (2013)

- 5.29 The Greater Manchester Joint Minerals Development Plan (Minerals Plan) was formally adopted as part of Manchester's development plan in April 2013. Like the Waste Plan, the Minerals Plan was prepared jointly between the ten Greater Manchester authorities, and identifies how Greater Manchester will deliver the spatial vision for minerals development to 2027.
- 5.30 Map 22 of the Joint Minerals Development Plan confirms the Site is not located within a Mineral Safeguarding Area. The Minerals Plan is therefore, not considered to contain any policies relevant to the proposed development, therefore, is not considered further within this Statement.

Summary

- 5.31 The adopted Development Plan for Manchester provides strong support for the principle of development on the Site providing it complies with other design and technical policies in the Core Strategy and UDP.
- 5.32 An assessment against relevant Development Plan policies is set out in Section 7 of this Statement. However, Section 6 firstly considers any other material considerations relevant to the determination of this Application.

6. OTHER MATERIAL CONSIDERATIONS

Introduction

6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, it is necessary to consider any other material considerations which are relevant to the application. The following documents are considered relevant to the determination of this Application:

- The National Planning Policy Framework (2021);
- National Planning Practice Guidance;
- Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (SPD) (2007); and
- The Draft Places for Everyone Plan.

6.2 A summary of each document is set out below.

National Planning Policy Framework (NPPF) (2021)

6.3 The 2021 iteration of the NPPF was published in July 2021. The policies in the revised NPPF are material considerations which should be taken into account when determining applications from the day it was published (paragraph 218).

6.4 The following sections of the NPPF are considered relevant to the proposed development:

- Achieving sustainable development (paragraphs 7-10).
- The presumption in favour of sustainable development (paragraph 11).
- Decision-taking (paragraphs 47 and 48).
- Supporting economic growth and productivity (paragraph 81).
- Transport issues and sustainable travel (paragraphs 104 - 113).
- Efficient use of land (paragraphs 120).
- Achieving well-designed places (paragraphs 126 - 136).
- Planning for climate change (paragraphs 153 - 158).
- Flood risk (paragraph 166).
- Conserving and enhancing the natural environment (paragraphs 174 and 180).
- Conserving and enhancing the historic environment (paragraphs 194 – 208).

National Planning Practice Guidance (NPPG)

- 6.5 The Department for Communities and Local Government (DCLG) published National Planning Practice Guidance (NPPG) in March 2014.
- 6.6 The guidance relevant to the proposed development sits under the headings of design, determining planning application, natural environment, noise and Travel Plans, Transport Assessments and Statements.

Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (SPD) (2007)

- 6.7 The Guide to Development in Manchester is effectively a hybrid document acting as both a Supplementary Planning Document (Part 1) and planning guidance (Part 2). The document was adopted by Manchester City Council in April 2007 and was prepared to support policies contained within the UDP.
- 6.8 The aim of the document is to provide guidance which will help to develop and enhance an environment within Manchester which is visually attractive, have a unique and positive sense of place and properly cater for the functions which it accommodates both now and in the future.
- 6.9 The advice that the guide provides relevant to the proposed development includes the following:
- Design – including character and context, continuity and enclosure, legibility, ease of movement, quality of the public realm, diversity and adaptability.
 - Accessibility – Design for Access 2.
 - Environmental Standards – including energy efficiency, renewable energy, environmental design, water management and biodiversity.
 - Promotion of a safer environment.
 - Design for health.

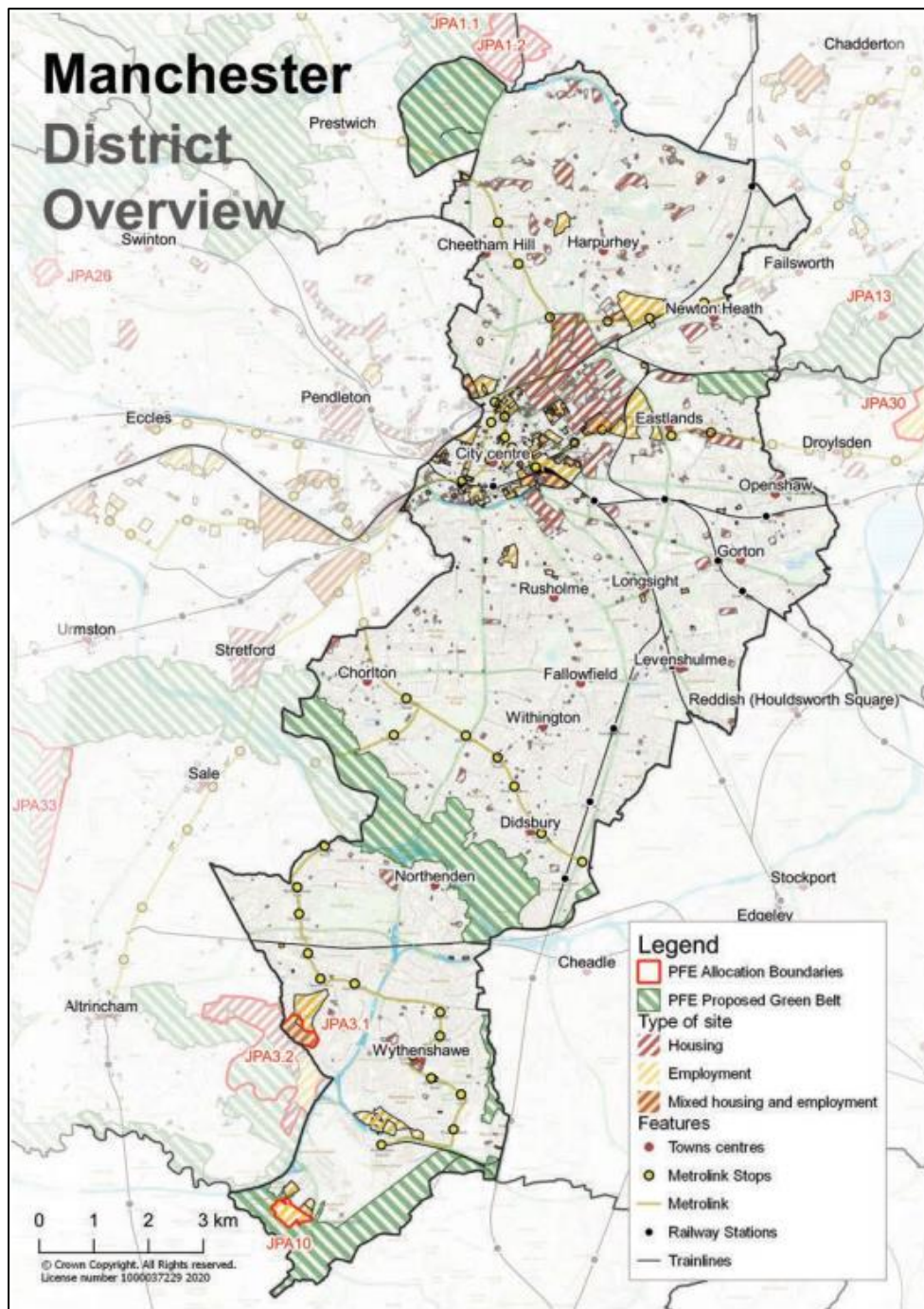
The Draft Places for Everyone Plan

- 6.10 Following Stockport MBC's withdrawal from the Greater Manchester Spatial Framework (GMSF), the Greater Manchester Combined Authority (GMCA) has sought to progress a new plan, Places for Everyone. This emerging plan has been prepared in a similar vein to the GMSF, albeit it no longer includes Stockport. It is a city region level planning document which sets out the strategic vision for the Greater Manchester region (excluding Stockport), as well as providing strategic allocations to

meet the development needs of the remaining nine boroughs up to the end of the Plan period in 2037.

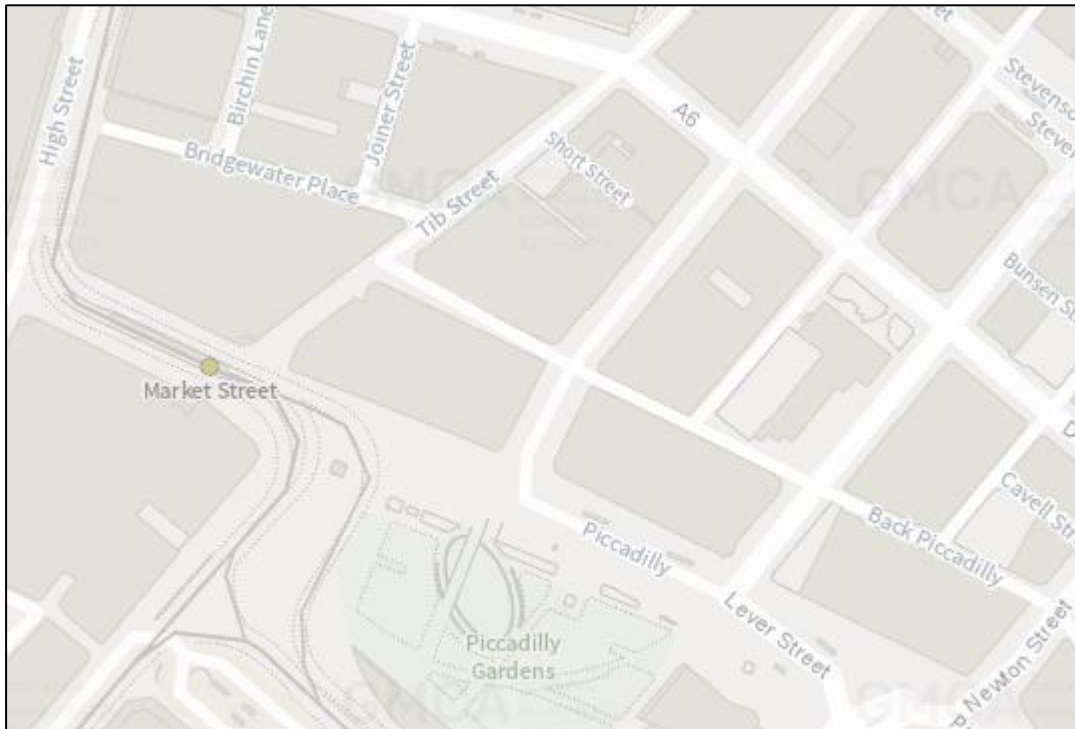
- 6.11 The Manchester District Overview, contained in the Plan and enclosed at Figure 3 below, illustrates that there are no strategic allocations proposed for the City Centre as part of the Places for Everyone. The land in question at 7-9 Piccadilly is not proposed for allocation as part of the Plan.

Figure 3: Manchester District Overview, Places for Everyone



- 6.12 Figure 4 below provides an extract of the emerging Policies Map for Places for Everyone, confirming that the Site at Square One is not identified as an allocated site as part of the emerging Plan.

Figure 4: Emerging Policies Map Extract, Places for Everyone



- 6.13 The Plan is in its early stages, having had a period of public consultation on the emerging Plan conclude in October 2021. As such, the Plan would be afforded limited weight in the determination of a planning application for the Site, but it is acknowledged that the weight afforded to it will increase as the Plan progresses.

7. PLANNING ASSESSMENT

7.1 Having regard to the development plan, and other material considerations as outlined in Section 6, we have identified the following key issues for the proposed development:

- Principle of development.
- Building design and public realm.
- Accessibility.
- Ecology.
- Historic context.
- Pollution.
- Flood Risk and drainage.

Principle of Development

7.2 In terms of Spatial Principles, Policy SP1 of the Core Strategy indicates that the Regional Centre (within which 7-9 Piccadilly lies), will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The Policy also sets out that development in all parts of the City should make a positive contribution to neighbourhoods of choice; minimise emissions, and reuse previously developed land wherever possible; as well as improving access to jobs, services, education and open space by reducing the need to travel and providing good access to sustainable transport provision.

7.3 With regard to employment and economic growth, Policy EC1 indicates that a minimum of 200 hectares of employment development will be delivered over the Plan period, with Manchester City Centre being identified as accommodating 33 hectares of this growth. This chimes with paragraph 81 of the NPPF, which affords significant weight for the need to support economic growth and productivity and allow places to build on their strengths and address challenges for the future.

7.4 Further to this, Policy EC2 provides protection to the City's existing employment space, setting out that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- *The existing use is un-viable in terms of business operations, building age and format;*
- *The existing use is incompatible with adjacent uses;*
- *The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or*
- *On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.*

7.5 It is important to note at this juncture that the upper floors of the existing building, are vacant and have never been used since the building was constructed. The proposed development would therefore significantly enhance the existing employment space, in line with the ambitions of Policy EC2.

7.6 In addition to the above, and as stated previously, the Site lies within the defined Regional Centre, in such locations, Policy EC3 sets out that development for employment generating uses including offices and other commercial development will be encouraged. Office developments will be appropriate providing that:

- *They are in locations which are well connected by sustainable transport to both the City Centre and residential areas; and*
- *The scale and type of office development does not undermine delivery of employment space within the City Centre.*

7.7 As stated previously, the Site is also identified as being in the City Centre, as per the Policies Map. As such, Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) identified the City Centre as a strategic location and a focus for employment growth in the City and City Region. The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development. Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. The focus for employment growth will be in B1a high density offices and the Council will give particular encouragement and support for such development in a number of locations across the city.

7.8 The provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the City Centre, in

line with Policy C1, to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre. In addition, new and enhanced infrastructure provision which supports the agglomeration role of the City Centre and Fringe will be supported. Proposals are also expected to consider how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies. This is considered in the Environmental Standards Statement that supports the Application.

- 7.9 The policy also provides support for developments which lead to the more intensive use of employment land (in terms of the floorspace to be provided) will be supported by the Council.
- 7.10 The Core Strategy's Change and Renewal Policy (CC8) indicates that developments within the City Centre which make significant contributions to the City Centre's role in terms of employment and retail growth, or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.
- 7.11 The Policy also sets out that new development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.
- 7.12 Taking all of the above into account, coupled with the fact that the Site is located at the heart of the city centre, would enhance an existing employment offer and create additional employment floorspace within a highly sustainable, accessible location, the principle of the development is considered to be wholly acceptable.

Building Design and Public Realm

- 7.13 The proposed development has been informed by the requirements of Policy SP1 and paragraph 126 of the NPPF. The suite of drawings and accompanying Design and Access Statement explain the design evolution that has led to the creation of a modern, yet sensitive infill of the block within which the building lies, utilising high quality design that is appropriate for the highly prominent location of the Site whilst also maximising the unique opportunity for this dual fronted building, and the opportunities that this affords. The conclusions of which are summarised against the relevant planning policy requirements below:

Siting and Orientation

- 7.14 The siting and orientation of the building is largely dictated by the surrounding urban form, and the nature of the block within which 7-9 Piccadilly lies. Notwithstanding this however, in its current form, the existing building does not present an active frontage to Back Piccadilly, with this area serving no purpose other than service accesses to the building.
- 7.15 The proposed building has been designed to remedy this, and capitalise on the opportunity afforded by its prominence in the street scene along Tib Street. The proposal will see the creation of an active frontage that will activate this part of Back Piccadilly, and will primarily be used as an access to the new office accommodation. A discrete service access will remain on Back Piccadilly, which will also provide a dual function as an access to the basement cycle storage area, along with the associated facilities.
- 7.16 The siting and orientation of the building's Piccadilly frontage will, gain, be defined by the buildings position within the block, albeit the scale and presence of the building will be increased as a result of its upward extension. The building will retain its active frontage along Piccadilly, which will be enhanced to align with the high quality finish underpinning the design aspirations of the project. The commercial units at ground floor will be finished with a darker stone material, aligning with the character of neighbouring heritage assets, including 15-17 Piccadilly and the Rylands building.
- 7.17 In summary, the building is positioned appropriately to provide adequate levels of enclosure whilst respecting its relationship with surrounding buildings, including designated heritage assets. Through the activation of Back Piccadilly, it also provides for increased security through passive surveillance and will significantly enhance this part of the city in this respect. Set in this context, the proposed development accords with Policy DM1 of the Core Strategy and guidance contained within the Guide to Development in Manchester SPD.

Scale, Height and Massing

- 7.18 7-9 Piccadilly will sit within the context of the block within which it lies, albeit it is recognised that the building will also be read in the context of a number of taller buildings within its vicinity, when traversing the numerous pedestrian and vehicular routes which surround the Site. It is also acknowledged that the building, in its current form, is substantially lower in height than the adjoining buildings within the block, and to an extent therefore is at odds with the prevailing character of the area. Whilst

this is largely derived from the historic use of the Site, it is clear that, in its current form, the building looks out of place in the block by virtue of its contrasting height and unsympathetic design. Constructive dialogue with officers in this respect has confirmed that an increase in height and scale on the Site could be considered acceptable provided that it is of a suitable design and respectful to the prevailing character of the area, the conservation area as well as the heritage states of a number of buildings and structures that lie within the vicinity of 7-9 Piccadilly.

- 7.19 As stated previously, the proposed development at 7-9 Piccadilly aims to create a sensitive infill to the block, and in doing so, seeks to increase the height of the building to be comparable in scale, height and mass to the remainder of the block.

- 7.20 The Design and Access Statement which accompanies this application for planning permission demonstrates the rationale for the proposed scale, mass and height of the building, which will see the building increase in height from 59.65 metres (AOD), to 72.829 metres (AOD), to the parapet of the plant screen, this will also see the building increase from 3 storeys (ground + 2 storeys) to 7 storeys (ground + 6 storeys).

- 7.21 The building has been designed such that the top two floors of the building are set back. This provides a number of benefits to the proposed development but primarily ensures that the primary aspect of the building maintains the building line of the Piccadilly frontage, and will assimilate the building into its surroundings. The remaining two floors, both of which are subject to individual set backs, ensure that the appear subservient to the main building, maintaining the characteristic form of the block and allowing the top floors to appear as though they are separate to the main building. When viewed at street level, this ensures that the building is respectful to its surroundings, and does not appear overly dominant in the street scene. The setting back of the top floors also allows for the incorporation of a roof terrace, providing the future occupiers of the building with panoramic views over Piccadilly Gardens.

- 7.22 Within the centre of the block, the proposed development includes an inset lightwell, which will span all floors of the office development. The design of this aspect of the scheme has been carefully considered so as to ensure that the building provides the maximum level of natural light for future occupiers, whilst also ensuring that the future redevelopment of the adjoining plots is not prejudiced by the development proposals at 7-9 Piccadilly. Should the redevelopment of the adjoining plot be considered in the future, the scheme has been designed such that the integrity of the

lightwell could be retained whilst allowing a future development to 'build-up' to it, meaning that their development opportunities would not be stifled as a result of the development proposed as part of this Application.

- 7.23 In summary, the scale, height and massing of the proposed development has been carefully considered and relates well to its locality within the City Centre, making an efficient use of land whilst respecting its relationship with Piccadilly Gardens, Back Piccadilly, as well as the adjoining buildings within the block. As such, the proposed development accords with Policies CC6, and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

Appearance

- 7.24 As set out within Section 4 of this Statement, the proposed building will benefit from two active frontages, both of which benefit from distinctive characteristics owing to the Site's location at the gateway between Piccadilly Gardens and the Northern Quarter. As such, the proposed development has had regard to these character areas in its design, and proposed two markedly different designs on either aspect.
- 7.25 The Piccadilly frontage utilises stone cladding, a defining characteristic of the Piccadilly area in order to ensure that it is appropriate to its location. At ground floor level, a darker grey stone has been used to frame the commercial elements and as a nod to the similar features within the nearby listed buildings, including 15-17 Piccadilly as well as the Rylands building. This ensures that, from a materiality perspective, the development chimes and assimilates with its neighbours, whilst not seeking to mirror them in a pastiche sense.
- 7.26 Furthermore, the nature of openings has been considered in ensuring that the development is appropriate in this location. Through the evolution of the design, regard has been had to opening patterns and styles within the wider block, with the pattern replicated as part of this scheme to ensure consistency throughout the block. Whilst these openings are modern in nature, featuring large, unobstructed panes of glass with anodised frames, their rhythm and consistency through the development ensure that they are respectful to the neighbouring buildings, whilst also being contemporary in style.
- 7.27 In terms of the set-back floors, the lower of these is to be finished in stone, as per the rest of the façade, with the upper floor being finished in anodised metal, the same shade of which is to be utilised for the window frames. This serves to add to the impression of this element of the building being separate, whilst also adding to visual

interest by adding another layer to the street scene. This aspect of the scheme is also carried through to the Back Piccadilly frontage and provides a valuable link between the two frontages. This is important both in terms of the design of the scheme itself but also in terms of the additional legibility of the building and wider street scape.

- 7.28 In terms of the Back Piccadilly frontage, the window style and pattern is consistent with the Piccadilly frontage, albeit the principle elevation onto Back Piccadilly is finished with red brick, to compliment the prevailing character of the Northern Quarter and emphasise the transition between the two distinct character areas. In addition, the Back Piccadilly frontage includes an element of artwork and green walls, again to compliment the distinctive, and artisanal character of the northern Quarter, and provide a key gateway feature in this location.
- 7.29 An inset entrance will provide pedestrian access to a lobby and reception area, serving the office accommodation. With an improved footway to this area also being provided (subject to agreement with the highway authority).
- 7.30 In terms of the side elevations (and as detailed above), these have been designed so as to not prejudice the future development of the adjoining plots, whilst also ensuring that they remain appropriate within the street scene. The eastern elevation, and associated lightwell are discussed above, and so not repeated here. In the case of the western elevation, the anodised metal on the top floor is carried through, unifying the development in this respect. The remainder of this elevation will be blank, but will be constructed of a high quality, textured block to ensure both a high quality, but practical finish that would not undermine the ability of the neighbouring property to be developed in the future.
- 7.31 In summary, the NPPF is clear that when determining applications, local planning authorities should give great weight to outstanding or innovative design, so long as they fit in with the overall form and layout of their surroundings. The proposed development will deliver a building that is bold and distinctive in its appearance whilst respecting the character of the surrounding area. The proposed development, therefore, accords with Policies CC9 and DM1 of the Core Strategy, paragraph 130 of the NPPF and the Guide to Development in Manchester SPD.

Crime Prevention

- 7.32 The layout has been designed to avoid dark spaces where people can loiter. Although the building will provide natural surveillance onto public areas, CCTV cameras will be installed to protect occupiers and members of the public and to deter and monitor

anti-social behaviour. A Crime Impact Statement, prepared by Greater Manchester Police, has been prepared and is submitted in support of this planning application. This report concluded that subject to an appropriate building management regime, as well as ensuring that service doors are not inset into the building, the proposed development could be supported by Greater Manchester Police. The conclusions of the Crime Impact Statement have informed the design of the development now proposed.

- 7.33 Overall, the design and layout of the proposed development will ensure the security of occupiers and members of the public in accordance with Policy DM1 of the Core Strategy, paragraph 130 of the NPPF and guidance contained within the Guide to Development in Manchester SPD.

Sustainable Design

- 7.34 As detailed in the Design and Access Statement, to make sure that policy requirements and the Applicant's own aspirations are successfully met, a BREEAM rating of 'very good' will be sought. The building has also been designed to surpass the 15% above building regulations standards target set out in accordance with Policy EN6 of the Core Strategy. In addition, the proposed development has incorporated a passive design including enhanced thermal insulation, targeting low air infiltration, the use of high-performance glazing and opening windows (to reduce the need for mechanical ventilation), as well as the introduction of the lightwell to maximise daylight. The development also proposed so incorporate energy efficiency features such as mixed mode ventilation, demand controlled mechanical ventilation and high-efficiency LED lighting.
- 7.35 As such, the proposed development will introduce sustainable design methods in accordance with Policies EN4, EN5, EN6 and DM1 of the Core Strategy and policies contained within the NPPF.

Waste Management

- 7.36 As detailed in the supporting Transport Statement, the proposed office accommodation will share the refuse and recycling with the commercial units at ground floor, located within the basement of the proposed building, and accessed by the service lift at Back Piccadilly. The proposed development provides adequate provision for refuse and deliveries and therefore, complies with Policy DM1 of the

Core Strategy, paragraph 112 of the NPPF and guidance contained within the Guide to Development in Manchester SPD.

Summary

- 7.37 It is clear from our analysis that the design of the proposed development responds positively to its context with due consideration to sensitive receptors and full regard to the design guidance set out within the Core Strategy, Guide to Development in Manchester SPD and Section 12 of the NPPF. Further details regarding the design rationale can be found within the Design and Access Statement submitted with this Application.

Accessibility

- 7.38 As required by Policy T2 of the Core Strategy and paragraph 113 of the NPPF, a Transport Statement has been submitted in support of this Application. This considers accessibility and cycle and car parking provision. Each of these matters is considered in further detail below.

Accessibility

- 7.39 The Site is in a highly sustainable location in Manchester City Centre. It is accessible by a range of modes of travel, providing excellent opportunities for employees, and visitors to arrive on foot, by bicycle and public transport.
- 7.40 As set out in Section 3, the Site is located within a highly sustainable and accessible location, at the heart of the City Centre, and is within walking distance of a range of services and facilities, including local and national public transport hubs, retail and leisure facilities.
- 7.41 It is widely accepted that cycling has the potential to substitute short car trips, particularly those within 5km and can form part of a longer journey by public transport. Many of the local roads provide measures to encourage cycling. Furthermore, much of the city centre is pedestrianised or restricted to public transport (I.e. not private cars), and so it is highly likely that the building will be accessed by visitors and occupiers on cycle, as well as other public transport methods (discussed further below).
- 7.42 The Site is highly accessible by public transport. There is a national railway station, numerous tram stops as well as a bus and coach interchange located within walking

distance of the Site. There are therefore multiple public transport options to provide access across the City, the wider region as well as nationally, via Manchester Piccadilly station. Frequent services are available to a wide range of regional destinations and national destinations.

In summary, the Site is located adjacent to a comprehensive network of pedestrian, cycle and public transport facilities. The Sites excellent accessibility will further encourage staff and visitors to travel by foot, cycle or public transport. As such, the proposed development complies with Policy T2 of the Core Strategy and policies contained within the NPPF.

Parking

- 7.43 Given the highly sustainable and accessible location of 7-9 Piccadilly, and in line with the Council's, as well as the Applicant's sustainability ambitions, the proposed development is categorised as 'car free' and so does not propose any car parking spaces. This position is unchanged from the existing provision.
- 7.44 Notwithstanding this however, noting the accessibility of the Site detailed above, as well as its attractiveness for cyclists, the proposed development does provide for 40 cycle parking spaces at basement level. These will be accessed via the service lift on Back Piccadilly. Furthermore, the cycle parking facilities will also include secure lockers as well as shower and changing facilities.
- 7.45 In summary, the proposed parking provision is considered acceptable given the Site's highly sustainable location, and the proximity to a multitude of alternative public transportation options. As such, the proposed development complies with Policy T2 of the Core Strategy.

Ecology

- 7.46 The Site comprises an existing building with no vegetation, and therefore has limited, if any ecological value. Notwithstanding this however, given that the upper floors of the existing building have been unused for a number of years, their potential for roosting bats or birds has been considered as part of this application and a roost assessment has been carried out in this respect. This report is submitted in support of this planning application. The report concludes that there are no protected species roosting within the existing structure and that the proposed redevelopment of the building is therefore acceptable in this respect.

- 7.47 Overall, there will be no net loss in biodiversity value because of the development and it therefore, accords with Policy EN15 of the Core Strategy and the NPPF.

Historic Context

Conservation Area

- 7.48 As identified within the previous sections of this Statement, 7-9 Piccadilly lies within the Smithfield Conservation area. The proposed development sees the partial demolition of the building and so regard is to be had to the impact of the proposed demolition within the conservation area and the potential impact this has upon its setting. Notwithstanding this however, it is noted that 7-9 Piccadilly is a relatively modern replacement of an older building which used to be situated there (as indicated within the supporting Heritage Statement and the Design and Access Statement), its loss therefore is not considered to be detrimental to the character or appearance of the wider conservation area and so the development is considered to be acceptable in this regard. This is discussed further within the Heritage Statement which accompanies the application for planning permission.

Listed Buildings

- 7.49 It is recognised that the application Site lies in close proximity to a number of designated heritage assets, and as such the Applicant has commissioned a heritage assessment, prepared by Barton Willmore, in order to assess the likely impacts of the proposed development on neighbouring heritage assets and to provide evidence as to the acceptability of the proposed development from a heritage perspective.
- 7.50 This analysis identified the following designated heritage assets as having the potential to be affected by the proposed development:
- Smithfield Conservation Area
 - Stevenson Conservation Area
 - No.1 Piccadilly – Grade II
 - Rylands Building – Grade II
 - No. 5-11 Oldham Street, 15 and 17 Piccadilly and 1-3 Oldham Street (one building) – Grade II
 - Statues to Piccadilly Gardens, including:
 - Peel Statue – Grade II
 - Watt Statue – Grade II
 - Queen Victoria Statue – Grade II
 - Wellington Statue – Grade II

- 7.51 Notwithstanding this, the aforementioned Heritage Assessment does not identify any concerns that would preclude the proposed redevelopment of 7-9 Piccadilly. Rather, the proposed design accords with, and would enhance the conservation area. The proposed development therefore, complies with Policy DM1 of the Core Strategy and paragraph 194 of the NPPF.

Pollution

Air Quality

- 7.52 The Site forms part of a wider area identified as the Manchester City Centre Air Quality Management Area. The construction works will have the potential to create dust. It will, therefore, be necessary to apply a package of tried and tested mitigation measures to minimise dust emissions. With these measures in place, it is expected that any residual effects will be 'not significant'. Measures can be controlled by standard planning conditions.
- 7.53 During the operational phase, the proposed development is not expected to generate a significant amount of new car borne vehicle movements given the Site is in a highly sustainable location and is car free in terms of parking provision. As such, it is unlikely that national air quality standards will be breached and that no significant effects would arise because of the proposals. The proposed development accords with Policy DM1 and EN16 of the Core Strategy and paragraph 185 of the NPPF in relation to air quality.

Noise

- 7.54 Any potential noise effects resulting from construction will be managed in accordance with best practice measures, implemented through the CEMP. Construction will be limited to daytime hours when residents will be at work and when ambient noise levels in the area are also high due to the spill out the surrounding area and the general noise associated with Piccadilly Gardens. Noise effects associated with the operational phase of the development is not likely to generate a significant adverse impact given the development will sit within a densely developed city centre setting with similar surrounding uses. As set out in the Noise Assessment submitted in support of the Application, satisfactory plant noise level limits can be secured by way of condition should planning consent be granted.

- 7.55 Overall, the proposed development would not give rise to any significant or demonstrable amenity impact in terms of noise or construction vibrations and, therefore, accords with Policies DM1 and EN16 of the Core Strategy, 'saved' policy DC26.1 of the UDP and paragraph 180 of the NPPF in relation to noise impacts.

Flood Risk and Drainage

- 7.56 The Site is under 1 hectare in size and not situated in a location that is at risk of flooding - the Environment Agency Flood Risk Zone Map confirms that the Site is located within Flood Zone 1. This means that there is no requirement to submit a Flood Risk Assessment as part of the planning application submission.
- 7.57 In terms of drainage, Policy EN14 requires all new development to minimise surface water-run off. The surface water drainage system for the proposed development has been developed in line with the drainage hierarchy in the Building Regulations Part H 2010 which encourages a sustainable approach to drainage provision, along with the BREEAM requirements. The intention of this is to mitigate the risk of development on the existing drainage infrastructure, and to mitigate the potential for increased risk of flooding to, and from, the proposed development.
- 7.58 A drainage strategy has been submitted with the Application, however, full details of the drainage strategy can be secured as a condition. In principle the proposed development complies with Policy EN14 of the Core Strategy and the NPPF.

Summary

- 7.59 A range of technical assessments of the proposed development have been undertaken and this demonstrates that the proposed development is sustainable and compliant with development plan policies, the NPPF, national guidance and all other material considerations. There are no material or technical considerations that would weigh against the grant of planning permission for the redevelopment of 7-9 Piccadilly.

8. CONCLUSIONS – PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- 8.1 This Planning Statement is submitted in support of a full planning application for the retention of ground floor commercial units (for use under Class E(a - d) retail and drinking establishment / Sui Generis Hot Food Takeaway) and partial demolition of the upper floors at 7-9 Piccadilly to provide for the development of a six storey of office development (Use Class E(g) above the retained commercial units at ground floor, together with rooftop amenity area, cycle parking, public realm improvements and associated works. The proposal includes upgraded facades to Piccadilly alongside a new frontage and accesses (pedestrian and servicing) to Back Piccadilly to incorporate a new office entrance / reception area at 7-9 Piccadilly, Manchester city centre.
- 8.2 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. For this to be pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10, NPPF). For decision-making, paragraph 11 states this means approving development proposals that accord with the development plan without delay.
- 8.3 We have assessed the proposal against relevant local and national policy and it has been clearly demonstrated that the development is in accordance with those policies (Section 7).
- 8.4 In terms of the principle of development, the redevelopment of 7-9 Piccadilly will see a building that is under-utilised, but positioned within a highly sustainable and accessible location, redeveloped to provide Grade A office floorspace with a focus on sustainability and wellbeing. It will boost the employment offer of the city. It will also see a sensitive infill development that respects the character and setting of the surrounding area and heritage assets whilst kick-starting the regeneration of Piccadilly Gardens, and breathing new life into Back Piccadilly.
- 8.5 The adopted Development Plan for Manchester provides strong support for the principle of development on the Site. Ultimately, the proposed development accords with the Council's Core Strategy Vision to have a strong economy and a vibrant and

diverse city centre. The proposed development is further supported by the NPPF, specifically paragraph 81 which supports economic growth and productivity, as well as the Draft Places for Everyone plan, that supports the creation of a prosperous and diverse city centre.

8.6 Additionally, the development proposed as part of this submission has evolved following consultation with the Council, local residents and stakeholders over the past 10 months and it has been agreed that the design, sale and materiality of the development are acceptable.

8.7 Furthermore, the proposed development is expected to bring other significant social, environmental and economic benefits to the city. These include:

1. The provision of Grade A office space, contributing to the employment offer of the city.
2. The creation of approximately 270 jobs, in addition to additional opportunities for local businesses and services during the construction stage of the proposed development.
3. A considered design, which respects what has gone before and marrying this with the future ambition for Piccadilly. The development will provide visual enhancements to Piccadilly whilst also reactivating and rejuvenating Back Piccadilly and opening up, and reimagining a key gateway between Piccadilly Gardens and the Northern Quarter. All of which will be respectful to the many heritage assets within the vicinity of the Site, and representing a sensitive infill of development.
4. The proposed development will incorporate a range of energy efficiency measures to reduce the energy consumption of the development. It is the aspiration that once complete the buildings will achieve a BREEAM 'very good' rating. This includes utilising the circular economy as well as repurposing the structure of the existing buildings.
5. The proposed development is car-free and will provide at least 40 cycle spaces and new wellness facilities at lower ground floor and basement level.
6. The proposed development provides an opportunity to kick-start the regeneration of the Piccadilly Gardens and Back Piccadilly area more generally, and will breathe new life into the heart of the city centre.

- 8.8 The technical reports submitted as part of the Application demonstrate that the proposed development fully complies with all other policies of the development plan. There are no adverse impacts that which would outweigh the notable and multiple benefits of the development. This is summarised within Table 4 below:

Table 4: Summary of Technical Reports

Technical Report	Summary of Findings
Heritage Statement	The proposed development is acceptable in heritage terms and will not result in harm to the surrounding heritage assets.
Air Quality Assessment	The Site is found to be at worst 'Low Risk' in relation to dust soiling effects on people and property, and 'Negligible' human health impacts. Providing effective mitigation measures are implemented, residual impacts from dust emissions during the construction phase would be 'not significant'. Given the short-term nature of the construction phase, there is predicted to be an insignificant effect on air quality from construction-generated vehicle emissions. Road traffic impacts associated with the operation of the Site can be considered as having an insignificant effect on local air quality.
Crime Impact Statement	Subject to an appropriate building management regime, and amendments to site entrances (which have been considered), the proposed development is acceptable.
Drainage Strategy	The site is located within flood zone 1 and in an area with low probability of flooding. Retrofitting SuDS into the existing combined drainage system is not practical. Therefore, the attenuation is to be stored within a blue roof at seventh floor level. The introduction of a blue roof into the development, results in a 63% reduction in surface water discharge from the brownfield site, thereby reducing the risk of flooding within the local area.
Environmental Standards Strategy	The proposed development meets a BREEAM Very Good and complies with the development plan in this regard.
Transport Assessment	Based on the evidence and analysis presented within the Transport Statement, there are no highways or transport reasons that would prevent the planning application from being approved.
Noise Assessment	Measured noise levels allowed a robust glazing specification to be proposed which would provide internal noise levels for all commercial and office environments of the development commensurate to the design range of BS8233. Additionally, a maximum noise emissions criterion has been set based on the requirements of Manchester City Council for new plant unit installations.

Technical Report	Summary of Findings
	No further mitigation measures should be required in order to protect the habitable spaces from external noise intrusion.
Structural Loading Engineering Report	Confirms that the proposed development is acceptable from a structural engineering and loading perspective.
Ventilation Strategy	The ventilation strategies described above have ensured Building Regulations Part F of the building regulations are met and that the air quality and occupant comfort within the buildings is satisfactory. Any negative impact of ventilation systems on accommodation within the proposed development or neighbouring properties has been mitigated through the detailed design of the proposed development.
Ecology Report	No evidence of nesting birds was found during the survey, with the building being found to have negligible habitat value for roosting bats, with no suitable roosting features being identified on the existing building.
TV and Radio Reception Impact Assessment	The Proposed Development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast service for any user.
Daylight / Sunlight Report	The proposed development demonstrated 100% compliance with regard to the daylight and sunlight assessment guidelines.

- 8.9 On the basis of the evidence supporting the application, the proposed development has significant and far-reaching benefits for the Site, Back Piccadilly and Piccadilly Gardens.
- 8.10 We, therefore, conclude that the proposed development comprises sustainable development that is in accordance with the development plan and NPPF.
- 8.11 Applying the presumption in favour of sustainable development, planning permission should be granted without delay accordingly, as required by paragraph 11 of the NPPF.

