

43 - 47 Piccadilly

Planning Statement P03- May 2021



contents

1.0	Introduction	4
2.0	Application background	5
3.0	Proposed development	9
4.0	Planning policy context	14
5.0	Principle of development	19
6.0	Detailed planning matters	20
7.0	Green and blue infrastructure and climate change mitigation	24
8.0	Summary and conclusion	26

1.0 Introduction

1.1 This Planning Statement has been prepared by stephenson hamilton risley STUDIO to accompany an application for planning permission and listed building consent by Trafalgar Leisure Limited for a ground floor retail unit, new hotel with first floor bar/restaurant at 43-47 Piccadilly, to the northeast of Piccadilly Gardens in Manchester City Centre.

1.2 It is intended that the hotel will be occupied by Premier Inn and that the first floor bar/ restaurant will be Whitbread’s ‘Bar and Block’ brand.

1.3 The site extends to an area of circa 0.0564 hectares and comprises a vacant/derelict site, a 3 storey listed building currently in use as a newsagent and an attached vacant and derelict warehouse.

1.4 The application seeks planning permission and listed building consent for:

“construction of a new 129 bed hotel (Use Class C1) and associated restaurant (Use Class A3 and A4) in a building of 12 storeys above a retail unit (flexible within Use Classes A1, A2, A3, A4, A5, B1 and D2) to the ground floor and basement, including the partial demolition of existing warehouse, the façade retention of the existing warehouse facing Back Piccadilly, and the refurbishment of a listed townhouse at 47 Piccadilly.”

1.5 In addition to this Statement, the planning submission is supported by the following documents, which have been compiled in line with Manchester City Council’s validation requirements and in discussion with the LPA at the pre-application stage:

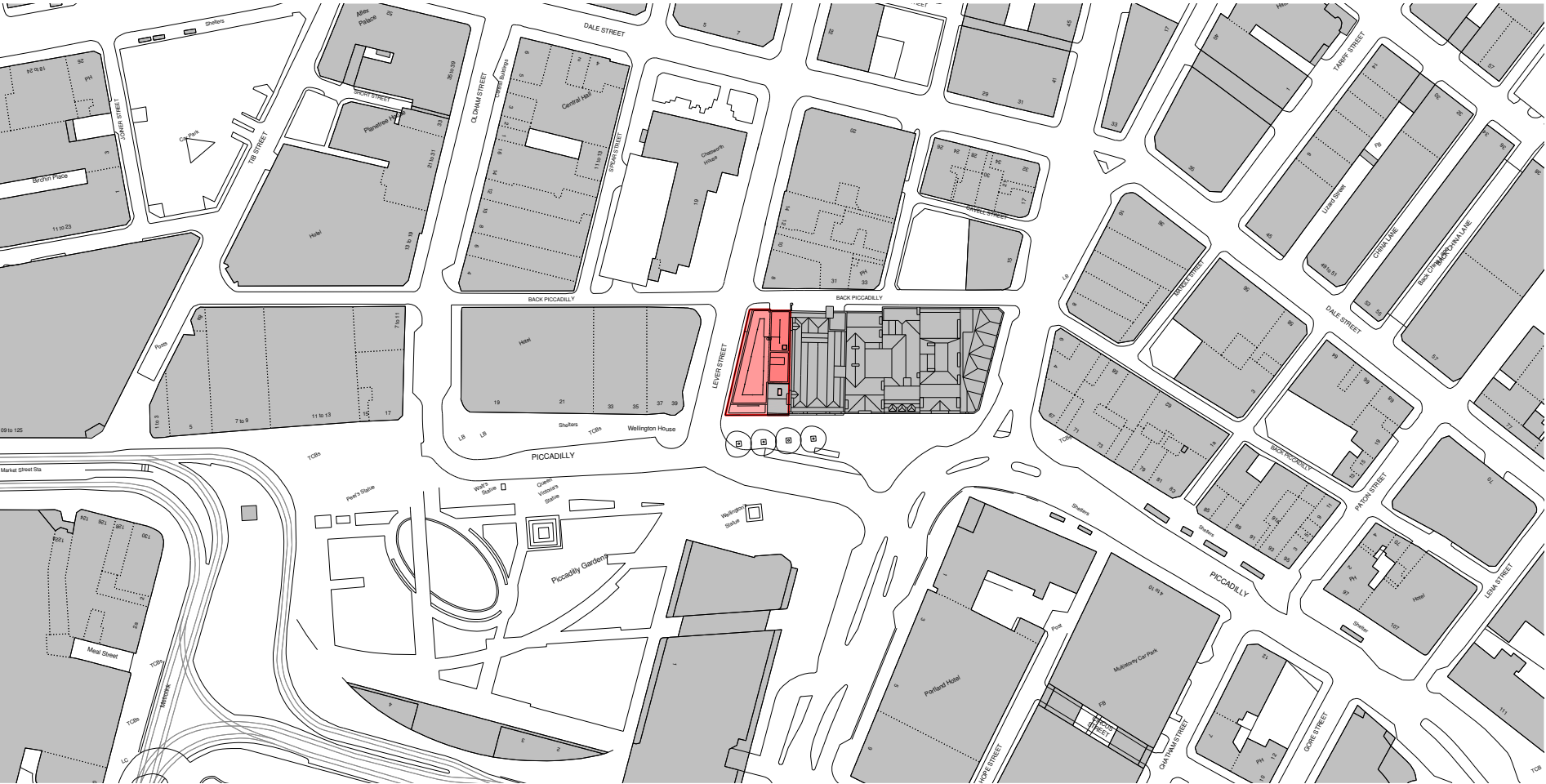
- Application Form, Ownership Certificate A and Agricultural Holdings Certificate
- Application drawings by SSL
- Design and Access Statement by SSL
- Crime Impact Statement by GMP
- Heritage Statement by Heritage Architecture
- Energy and Renewables Statement by T&L
- Fume Extraction Statement by T&L
- Phase 1 Desk Study and Preliminary Contaminated Land Risk Assessment by GeoAssist
- Site Noise Assessment by Hoare Lea
- Transport Statement by RGP
- Framework Travel Plan by RGP
- Bat and Black Redstart Survey by Avian Ecology
- Drainage Strategy by Crouch Waterfall
- Archaeological Desk Based Report by CFA
- Sunlight and Daylight Assessment by BRE
- Sunlight and Daylight Addendum Statement by BRE
- BREEAM Pre-Assessment Report by SCS Partnership
- Delivery and Servicing Management Plan by RGP
- Structural Philosophy Report by Crouch Waterfall

- Air Quality Report
- TV and Radio Impact Assessment Report
- Whitbread Commitment Statement
- Local Labour Agreement
- Outline Demolition and Construction Management Plan
- Waste Management Plan
- CGI Methodology Statement
- Drawing Issue Register

1.6 This supporting Planning Statement has been prepared to assist the Council in its determination of the application and has been structured as follows:

- Section 2 – provides a detailed description of the site and the surrounding area, a summary of its planning history and details the designations affecting it
- Section 3 – describes the application proposal

- Section 4 – contains a review of relevant planning policy
- Section 5 – considers the principle of the site's redevelopment against planning policy and relevant material planning considerations
- Section 6 – considers the detailed planning issues raised by the application scheme and provides an assessment against relevant planning policies
- Section 7 – green and blue infrastructure and climate change mitigation
- Section 8 – contains our conclusions



site plan

2.0 Application background

2.1 The application site is located in the ‘Piccadilly Gateway’ area of Manchester City Centre to the east of Piccadilly Gardens and to the south of the ‘Northern Quarter’. The site is flat and extends to an area of circa. 0.0564 hectares in size. It is an irregular shape and comprises previously developed land.

2.2 The application site bounds Piccadilly to the south (its frontage), Lever Street to the west, Back Piccadilly to the north, and a Grade 11 listed five-storey building to its east (to which the buildings on the site are adjoined).

2.3 The site can be sub-divided into three separate plots, Plot 1 is the vacant land at 43-45 Piccadilly, Plot 2 is the former warehouse, and Plot 3 is the former townhouse at 47 Piccadilly.

Plot 1 vacant land at 43-45 Piccadilly

2.4 The largest part of the application site comprises the former land of numbers 43-45 Piccadilly. This part of the site was once occupied by a five-storey nineteenth century building with corner tower feature. The building was demolished in 2007 following the grant of planning permission for an office development. This corner plot has lain vacant ever since and is now the only vacant land surrounding Piccadilly Gardens.

2.5 As a consequence of the demolition of the building that previously occupied this land, the west gable wall of the adjoining 47 Piccadilly has been left unsupported. A shoring scaffold has thus been erected along its entire length in order to give the wall some support. The scaffold is currently shrouded in advertisement hoardings and lit by large swan neck floodlights. The site is also hoarded off for security reasons, which has attracted vandalism and graffiti.

2.6 The degraded condition and derelict nature of the land, which lies in a prominent location in Piccadilly Gardens and opposite the Grade 11 listed Wellington Statue, makes the site an eyesore and one that detracts from the street scene and amenity of the area as well as the Conservation Area and surrounding Listed Buildings.

Plot 2: Warehouse

2.7 To the rear of 47 Piccadilly (Plot 3) is a derelict three-storey warehouse. The warehouse is not mentioned in the list entry of 47 Piccadilly, but since the warehouse directly adjoins and is linked to no. 47 Piccadilly, it is considered likely to be ‘listed by association’. Clarification on the status of the warehouse is currently awaited from Historic England and is expected imminently. However, in the meantime, in order to be robust, the warehouse has been treated as ‘listed’ and has been assessed on this basis in the submitted Heritage Statement.

2.8 The warehouse is constructed of brick and has a pitched roof. Its façade

provides clues to its former use as a warehouse, containing large windows (matching the pattern of the adjoining 49 Piccadilly) and loading doors. The ground floor appears to have been converted to a retail unit at some point, although this use appears long abandoned with the doorway now covered in graffiti.

2.9 It is self-evident that the warehouse is in a very poor state of repair and has not been in active use for many years. This is also very clear from the inside of the warehouse.

2.10 Lying to the rear of 47 Piccadilly the building is not visible from Piccadilly Gardens and the south, east and west of the site. The warehouse is therefore only currently visible from Back Piccadilly and limited locations on Lever Street and from the north of the site.

Plot 2: 47 Piccadilly

2.11 47 Piccadilly is a three-storey Grade 11 listed Georgian building. The list entry provides the following description of it:

“Town house, now shop. Probably late C18; altered. White-painted stucco on brick, slate roof. Double-depth plan. Three low storeys, a narrow 3-window façade, with altered ground floor, sashed windows without glazing bars on both upper floors, those at 1st floor taller and with cornices (visible behind C20 signboard), and den tiled eaves cornice. Interior not inspected. Only surviving example of original scale of building in this street, now dwarfed by those on either side.”

2.12 The ground floor of the building is currently occupied by a newsagent's shop. The first floor has previously been used as a tanning salon, but now lies vacant. The second floor is also vacant and has no known recent usage. The building is in a poor state of repair, as is evident from its deteriorating frontage, and the requirement for scaffolding to support its western gable. The interior of the building is also degraded through lack of use.

Surrounding Area

2.13 The site lies within the Stephenson Square Conservation Area, which is considered an important part of Manchester City Centre due to the presence of a significant number of surviving and intact Victorian buildings. Many of these buildings are statutorily listed due to their special architectural and/or historic interest. These include no. 47 Piccadilly, which is described above and lies within the application site.

2.14 In terms of buildings within close proximity of the application site, no 49 Piccadilly, which immediately adjoins the site (and is occupied by Wetherspoons at the ground floor), is also Grade 11 listed. As are most of the other buildings within this block along Piccadilly to the east, together with several buildings to the rear of

the site along Lever Street. The statues within Piccadilly Gardens, including that of the Duke of Wellington that lies opposite the site, also benefit from listed status.

2.15 Many of the buildings of interest within the Conservation Area are either Georgian, Edwardian, Victorian, or date from the early twentieth century. Most of them relate to the cotton industry and comprise warehouses, showrooms and workshops. Notwithstanding this, the area is one which has experienced substantial change over the course of the last century, such that the area is now characterised by a mix of buildings of different scales, heights and mass and of varied external appearance, age and use.

2.16 Whilst regard must be had to the heritage and historic value and interest of the area, it is notable that the site also overlooks Piccadilly Gardens, which is one of the most heavily used areas of public open space in the City Centre. The area has attracted considerable public and private investment over the last decade, aimed at enhancing the Gardens’ environment, functionality and the public’s enjoyment of the space, with the result that it is much more heavily used and is a more significant focal point than it was in the past.

2.17 It must also be noted that the application site lies within the heart and commercial core of Manchester City Centre, and within the Primary Shopping Area. The site is therefore surrounded by, and lies adjacent to, a mix of commercial uses, including public houses, shops, restaurants, offices and hotels. The proposed development will very much complement these existing adjacent uses.

2.18 It must also be acknowledged that the site is located in proximity to residential accommodation on the west side of Lever Street, north-west of the application site.

Accessibility

2.19 The application site is located in a highly sustainable location and is accessible by a variety of different modes of transport.

2.20 The site is located in close proximity to Piccadilly railway station as well as Piccadilly Gardens transport hub, which provides both bus and Metrolink connections to a range of destinations within and beyond the City Centre, including other train stations and transport hubs.

2.21 The site can also be reached on foot and by cycling and is within close proximity of one of Manchester’s cycling hubs in the basement of City Tower, Piccadilly Gardens.

2.22 There are a number of public multi storey car parks within walking distance of the site, the nearest being on Piccadilly, circa. 110 metres to the southeast of the site.

Planning history

2.23 The site has a lengthy planning history and there are a number of planning applications that are of relevance to the current application scheme, which are noted below:

- 085032/CC/2007/C2 - Retrospective planning permission and Conservation Area Consent was granted in January 2008 for the demolition of 43-45 Piccadilly, following the issue of a dangerous structure notice.
- 074425/CC/2005/C2 – Planning permission was granted in June 2006 for the erection of an 8-storey office building with commercial space at the ground floor and a basement car park. As with the current proposal, this scheme involved the retention and conversion of the listed building on the site (no. 47 Piccadilly), and the partial demolition of the warehouse at the rear (with retention of the rear façade).

This application was accompanied by an associated application for Conservation Area consent for demolition (ref. 074429/CC/2005/C2). These consents were not implemented because the scheme failed to attract sufficient occupier interest, and they have both now lapsed. Nevertheless, the scheme sets a precedent for a landmark building on the application site, and for the principle of refurbishing no. 47 Piccadilly and part-demolishing the warehouse. The Council welcomed the 2006 proposal, recognising the regenerative benefits that the proposal could bring to the Piccadilly Gardens area and Stephenson Square Conservation Area.

- 119559/FO/2018 – An application was submitted in August 2018 for a modified version of the 2006 scheme. This proposal was for a part 9-storey and part 10-storey office building, with two basement levels, and including a mix of A1, A3, A4 and D2 uses at upper basement, ground and first floor level. The scheme again makes provision for the retention and alteration of no. 47 Piccadilly, but proposes the demolition of the warehouse at the rear. The application remains pending and is currently being held in abeyance. The application is accompanied by an associated application for listed building consent (ref. 119560/LO/2018).

Designations

2.24 The site is not allocated for any particular purpose in the adopted Development Plan. It does, however, fall within the designated 'Primary Shopping Area' of Manchester City Centre.

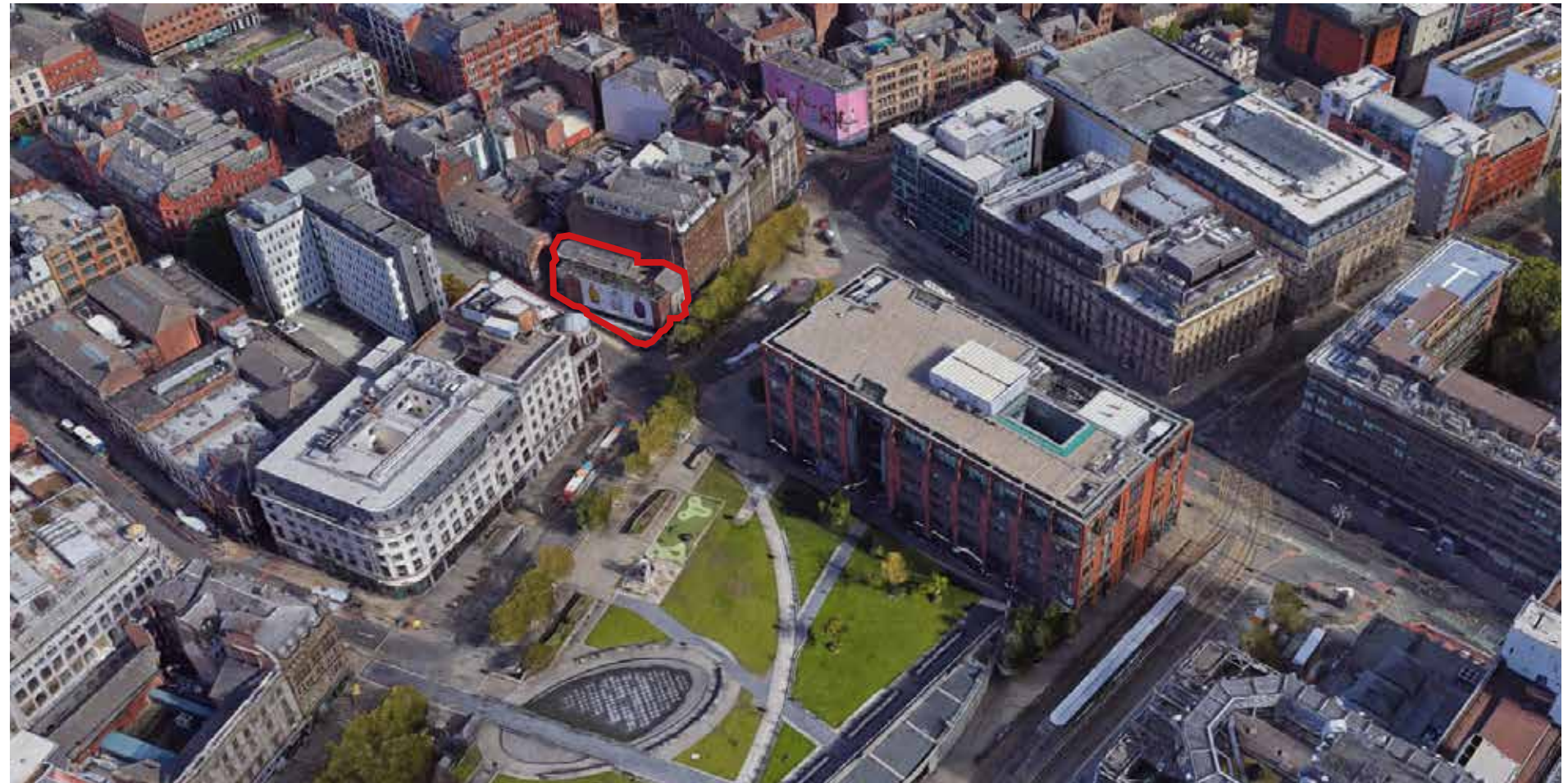
2.25 The site lies within the Stephenson Square Conservation Area and is within close proximity of a number of statutory Listed Buildings.

2.26 The site lies within Flood Zone 1, as identified on the Environment Agency's online Flood Zone Maps, meaning that it is at low risk of flooding.

2.27 There are no trees or other vegetation on the site.

Environmental Impact Assessment

2.28 As the proposed development does not fall within any of the categories of development defined in Schedules 1 or 2 of the Town and Country Planning 'Environmental Impact Assessment' Regulations 2017, it is not necessary to screen the development proposals to determine whether they are EIA development.



ariel photograph of site

Hotel Market Context

2.29 Manchester has undergone considerable regeneration over the last ten years and is now the largest regional economic centre outside of London, making it the second most visited city in England after London. The regeneration of the city has “transformed it into a major business and leisure destination”, attracting over 63.8million visitors to Manchester in 2018, a 7% increase since 2017 with overnight visitors accounting for 7.5% of this, equating to 4.8 million people, and 59 million day trippers.

2.30 The trend for the region is an upward trajectory for both value and volume for the Greater Manchester visitor economy. This is clear sign of Greater Manchester’s appeal and the profile that the region’s attractions enjoy. The most recent figures indicate that the tourism sector is a significant contributor to Manchester’s economy, generating up to £9 billion in Gross Value Added (GVA) annually and supporting 100,700 FTE jobs , an increase of 7% from the previous year. In recent years, Manchester’s profile in terms of catering for business travellers and tourists has improved significantly and this is expected to continue to meet the growing demand for Manchester as a destination.

2.31 Several well established tourist attractions in the Manchester area individually achieving a significant number of visitors per annum as detailed in the following table :

Attraction	Attendance in 2018	Admittance
The Lowry Salford	829,161	Free
Science & Industry Museum Manchester	704,732	Free
Manchester Art Gallery	655,490	Free
HOME	650,731	Free
National Football Museum Manchester	523,366	Free
Manchester Museum Manchester	476,759	Free
The Whitworth Manchester	359,380	Free
Imperial War Museums	334,500	Free
Dunham Massey Trafford	317,225	Paid entry
Manchester United Museum & Tour Centre	310,408	Paid entry
The John Rylands Library	308,820	Free
Runway Visitor Park Manchester Airport	307,450	Free
Bolton Museum Bolton	243,818	Free

2.32 Manchester operates on an international stage and the city’s tourism credentials are increasingly being recognised. The New York Times named Manchester within its ‘Top 50 Destinations to Visit During 2015’ citing a ‘flurry of cultural openings’ in for 2015 as a key factor for this accolade. Lonely Planet’s Best In Travel guide named it as one of its top 10 destinations in 2016, describing it as a ‘dynamo of culture and the arts’, noting that “Manchester has been transformed in recent years, with inspirational new openings, the reinvention of existing spaces

and vast investment.” Both reviews cited the opening of key cultural venues such as the renovated Whitworth Art Museum and Hotel Football, and HOME on First Street as factors I their recommendations. Future tourist attractions such as The Factory which will become the permanent home of Manchester International Festival at the old Granada Studios site (currently under construction) will contribute to increasing visitor numbers.

2.33 The development of cultural attractions such as the Manchester International Festival and a rejuvenated Palace Theatre has built on established international attractions such as the Imperial War Museum and the Opera House. Other events such as the annual Manchester Pride Big Weekend draw large numbers of visitors to the City. In October 2016 Manchester hosted the Olympic victory parade, the first time it has been held outside of London since 2004. These attractions and events highlight the cultural importance of Manchester to not just the region but to the UK as a whole.

2.34 The hosting of the 2002 Commonwealth Games ignited the development of Sport city and has added to Manchester’s international reputation for sporting excellence along with Manchester United and Manchester City football clubs, which are major tourist attractions in their own rights, and who both regularly compete in European competitions – a significant source of visitors from travelling fans. Manchester’s hosting of the Olympic football fixtures at Old Trafford helped to fuel visitor numbers and secure the victory parade in 2016.

2.35 Manchester will continue to benefit from leisure and tourism facilities including HOME at First Street which opened in May 2015 and features a 450-seat theatre and provides a new venue for the Cornerhouse and Library Theatre companies. Following on from the 2014 Autumn Statement in which Chancellor George Osborne set out ambitions to develop a £78million theatre (Factory) with a capacity of 5,000 within the emerging St John’s neighbourhood of the city, work for which has now started on site. Manchester is a leading destination for retail, sports, and conference and exhibitions due to the draw of Manchester Central and the Manchester Arena. In addition, the BBC and ITV have relocated a range of services from London to MediaCityUK, a £3 billion scheme covering 200 acres, located in Salford Quays.

2.36 Manchester also has a reputation for delivering high quality conferences that attract attendees from across the country and internationally. Manchester has regularly held the Labour Party Conference which returned to the city in September 2014, which was followed up by the Conservative Party Conference in 2015 and 2019. In 2018 Manchester hosted 29 ICCA-ranked events (one that is held in at least three rotating Countries) resulting in a UK ranking of 5th in number of ICCA ranked events held (behind London, Edinburgh, Glasgow, and Oxford). The Manchester conference market was valued at £904 million in 2018, providing significant levels of demand for hotels, whilst generating 4.5 million delegates and 7.4 million delegate days and supports an estimated 22,000 full time equivalent jobs .

2.37 Throughout 2016, the city played host to the European City of Science (ESOF) events programme, looking into what the future trends of the science industry are and how Manchester plays a key role in shaping and delivering these ambitions, for example the discovery and research of graphene in 2004.

2.38 All of the attractions mentioned above are supported by excellent transportation links, including Piccadilly and Victoria Stations, which are national and sub-regional rail hubs, respectively. Manchester Airport, which is the UK’s fourth largest airport, provides superb international connections and further fuels the need for quality hotel provision in Manchester City Centre. The International Passenger Survey conducted in 2018 estimated that there were 1,600,000 international visitors to Greater Manchester in 2018, meaning that Manchester has seen its international visitors nearly triple from 560,000 in 2000 .

2.39 2019 saw Manchester Airport set a new all-time high of 29,013,599 passengers for the calendar year and the first direct flights to mainland China outside London operates from Manchester Airport . Direct flights to Beijing began in June 2016, running four times a week. The service will provide convenience to travellers who will no longer need to carry out time-consuming changes, affecting 100,000 travellers who travel each year between the two cities. The expansion of the airport flight paths is reflected by the number of passengers travelling to and from Manchester Airport increasing by 3.8% passengers from June 2019 and June 2019. Planning consent has also recently been granted for Manchester Airport’s 10 year, £1bn transformation programme. The Manchester Airport Transformation Programme (MAN-TP) is a series of 60 enhancements that will provide the millions of passengers that use the airport every year with facilities that combine a contemporary look and feel with state of the art services.

2.40 In summary, both Manchester City Centre and Greater Manchester as a whole evidence strong and growing tourism sectors, achieving average annual hotel occupancy rates of 79% during January to June 2019 . Contributory events such as sporting events, expos and Manchester’s Pride’s Big Weekend lead to near full hotel occupancy rates of up to 97%. A key part of supporting the leisure, tourism, and conferencing economy that is important to the economic success of Manchester is providing sufficient hotel accommodation. This should be well located within the city centre to be as sustainable as possible.

Existing Hotel Offer

2.41 According to Marketing Manchester, occupancy rates within Manchester reached an average of 80% for 2019, highlighting the popularity of Manchester as a destination but also the demand for bed spaces. In terms of supply, Deloitte’s annual Crane Survey 2020 highlights that 344 new rooms were added to stock in the city centre during 2019, with 2,446 rooms to be delivered across during the course of 2020 and 2021. The provision extra rooms that are projected to be delivered in the next two years only equates to a 24% increase in overall supply. In the context of Manchester’s increasing profile as a leisure, tourism, and conferencing destination and the very high average occupancy rates experienced within Manchester at the moment there is a need for future hotel accommodation to be delivered to support the city’s growth ambitions.

2.42 Research within the Deloitte Manchester Crane Survey (2020) found that there were 60 hotels in Manchester City Centre as of February 2020. Recent completions include: the Former Stock Exchange (40 rooms); London Warehouse (166 rooms); Dakota Deluxe (137 rooms); Hampton by Hilton, Sharp Street (221 rooms); and StayCity, New Cross (224 rooms).

Rating (Stars)	Number of Hotels	Number of Rooms	% of Supply
5	3	363	3.6%
4	27	5,067	50.8%
3	17	3,342	33.5%
1 or 2	12	1,169	11%
Unaccredited	1	16	<1%
Total	60	9,957	

2.43 As of April 2020, the hotels referenced below are currently under construction and will provide 1,792 rooms, taking the total number of rooms in the City Centre up to 11,749 once completed:

London Road Fire Station (91 rooms - 5*)

QBIC Hotels, John Dalton House (261 rooms - 4*)

Motel ONE and Wilde Aparthotels, 3 St. Peters Square (590 rooms - 4*)

Premier Inn, Circle Square (158 rooms - 2*)

Hotel Brooklyn, Portland Street (189 rooms – 3*)

Cornbrook Hub (242 rooms – 3*)

Maldron Hotel, Charles Street (261 rooms – 4*)

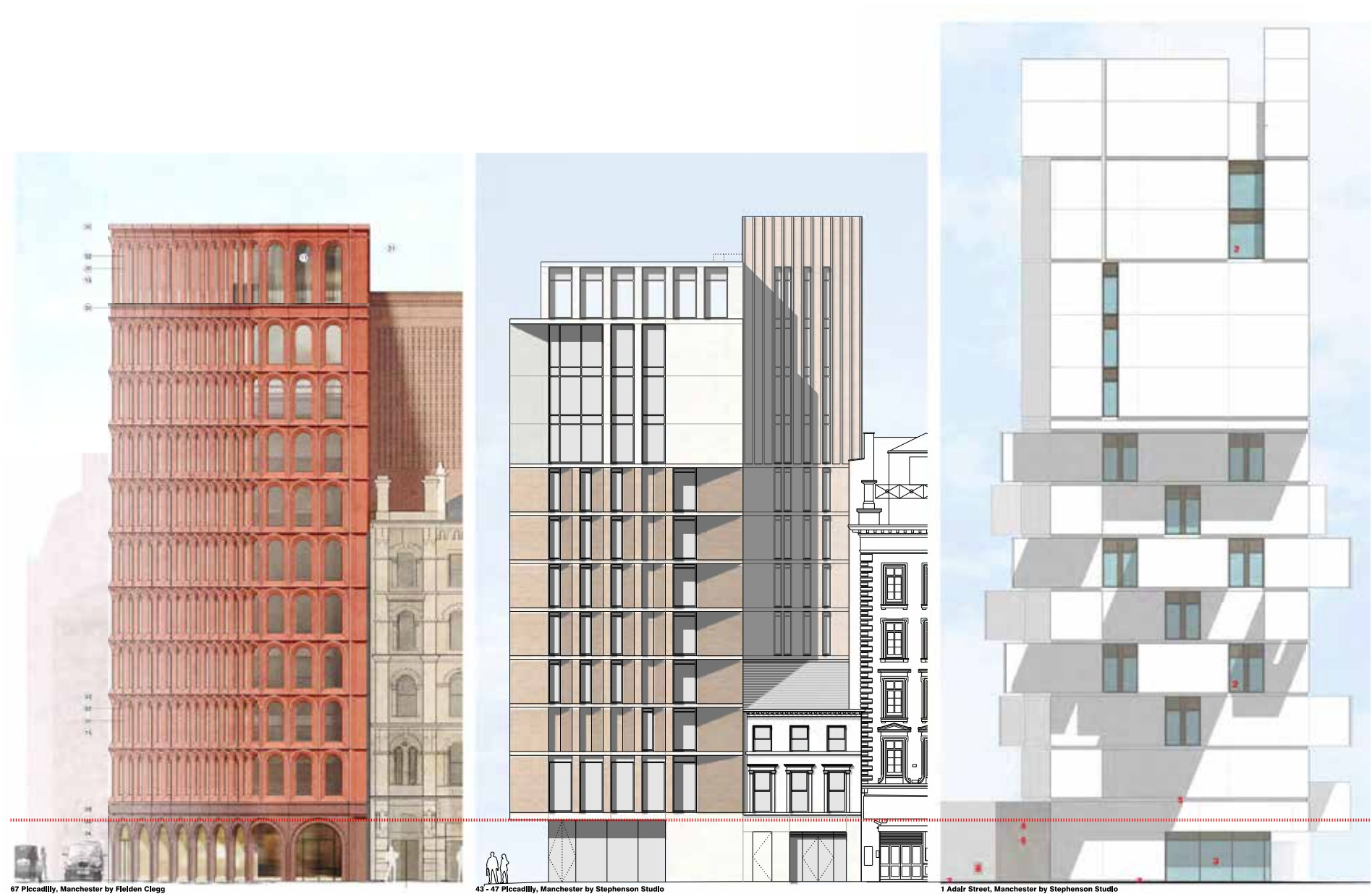
2.44 In addition, a number of hotel developments are in the pipeline with extant Planning Permission including the schemes set out below:

St Michael’s – 216 rooms and is proposed to be 5*

Signature Living, Liverpool Road – 39 rooms and is proposed to be 3*

2.45 Occupancy levels within the City highlight that, despite the delivery of an additional 18 hotels since the start of 2015 , the average annual occupancy rate

remains at 78%-80%. New hotels simply absorb the levels of increasing demand to visit the city and increase the overall quality of the offer in the city. It is therefore clear, the new quality provision is needed to help meet the growing demand in the City.



comparison of contemporary hotels in neighbourhood

3.0 Proposed development

3.1 The application proposes the following description of development:

“construction of a new 129 bed hotel (Use Class C1) and associated restaurant (Use Class A3 and A4) in a building of 12 storeys above a retail unit (flexible within Use Classes A1, A2, A3, A4, A5, B1 and D2) to the ground floor and basement, including the partial demolition of existing warehouse, the façade retention of the existing warehouse facing Back Piccadilly, and the refurbishment of a listed townhouse at 47 Piccadilly.”

3.2 Planning permission and listed building consent is sought for the erection of 13-storey building and basement and linking of the new building to the former townhouse at no. 47 Piccadilly, which is Grade 11 listed and will be retained as part of the redevelopment of the site.

3.3 Planning permission and listed building consent is additionally sought for the demolition of parts of the warehouse to the rear of and linked to 47 Piccadilly. The proposal includes the retention of the warehouse façade on Back Piccadilly, which will be incorporated into the façade of the new building.

3.4 Listed building consent is also sought for various internal and external alterations to 47 Piccadilly to facilitate the proposed new uses. These works are detailed on the drawings submitted alongside this application.

Use

3.5 The scheme proposes a hotel (Class C1) providing 129 bedrooms, including a number of universal access rooms. It is intended that the hotel will be operated by Whitbread under the Premier Inn brand. A statement by Whitbread demonstrating their commitment to the project is provided as part of this application in the document titled, Whitbread Commitment Statement.

3.6 The scheme additionally proposes a first floor bar/restaurant (Class A3/A4). It is intended that the bar/restaurant will also be operated by Whitbread trading under the ‘Bar and Block’ brand.

3.7 A non-residential use unit, preferably a retail unit, will occupy the ground and basement (flexible within Classes A1, A2, A3, A4, A5, B1 and D2).

Scale

3.8 The proposed development will have an overall gross internal floor area of 5,733.65m².

3.9 The proposed new building will incorporate no. 47 Piccadilly, which is a 3-storey building that will be retained and linked to the new 12-storey building with basement, incorporating the warehouse to the rear of no. 47 Piccadilly.

3.10 The gross internal floor area of the development will be split as follows:

- Hotel (Class C1) and restaurant (Class A3/A4) – 5,293.72m²
- Non-residential use (A1, A2, A3, A4, A5, B1 and D2) – 439.93m²

Layout

3.11 The provision of accommodation is for a new building co-joined to the former townhouse. Non-residential use classes are located to the basement and ground floor (use class A1, A2, A3, A4, A5, B1 and D2), hotel (use class C1) for 129 rooms located to 2nd to 11th floors, and a hotel restaurant located to 1st floor.

3.12 A key principle of this building is to provide a united and coherent solution for the retail unit, the hotel, and the adjoining listed former townhouse. To give clarity to this idea, the hotel entrance is located within the former townhouse while the remaining ground floor is given over to the retail unit (use class A1, A2, A3, A4, A5, B1 and D2). This retail unit provides active frontages by the use of full height glazed facades to both Piccadilly and Lever Street and is accessed by a glazed corner entrance. Deliveries to both the hotel and retail unit are located on Back Piccadilly to prevent the primary elevations being compromised by utility functions. The hotel lift and stair cores are located within the windowless parts of the building adjacent to the gable wall of 49 Piccadilly.

3.13 The retail unit extends into part of the basement, including the retained basement structure of the former townhouse. Also occupying the basement are the back of house facilities for the hotel.

3.14 The first floor is occupied by the hotel reception, bar, restaurant, and associated kitchen facilities. These public functions benefit from extensive glazing to the Piccadilly and Lever Street facades. A key idea for the location of the reception is that it occupies the principal floor (piano nobile) of the former townhouse. To further reinforce the significance of the historic structure, all existing original features are to be retained, which include the large picture windows facing Piccadilly, architraves, cornices, and the only original part of the stair that connects the reception to the second floor bedrooms.

3.15 The 129 hotel bedrooms are located on 2nd to 11th floors. The design and layout of the hotel has been tailored to the specific requirements of the end-user hotelier, Premier Inn, which include the provision of 3 different type of rooms; standard rooms, shower rooms, and universal access rooms. Of particular note is the second floor of the listed townhouse is occupied by 2 hotel bedrooms that benefit from retained historic features including windows, architraves, cornices, and the original staircase.

3.16 The 12th floor contains plantrooms and provide access to the main roof, which is utilised for the installation of photo-voltaic panels.

External appearance

3.17 The site is bounded by Piccadilly to the south, Lever Street to the west, 49 Piccadilly to the east, and Back Piccadilly to the north. Most of the site is currently a vacant plot that offers little to the streetscape. However, a significant heritage asset on the site is 47 Piccadilly. It is the last remaining townhouse that once occupied the neighbourhood. Surrounding the site is a variety of building types, sizes, and ages. As it is located within the Stephenson Square Conservation Area, many of the neighbouring buildings are listed Georgian, Victorian and Edwardian structures. More contemporary buildings exist nearby, including No. 1 Piccadilly by Allies + Morrison.

3.18 While there are is no unifying architectural style within the neighbourhood, most of the buildings are constructed from brickwork and possess deep reveals. Despite not attempting to match any neighbouring building style or architectural language, this proposal does adopt the prevalent material palette. It is underpinned by a desire to provide a collection of different forms and elevational treatment in the belief that all great cities are enriched by having a varied collection of architectural styles. The brief requires the provision of a hotel and retail units. The evolution of the project has led to a number design options that have been discussed with Manchester City Council’s Planning and Regeneration Team during the evolution of the design over a 10 month period.

3.19 The external appearance of the design proposal has been carefully considered; both in terms of its immediate context and through the interrogation of more distant vistas. It has been crafted so as to visually engage with the local vistas and compliment the diverse architectural vocabulary of the neighbourhood. The elevations will adopt a modern architectural language that will promote contemporary architecture along Piccadilly. This approach will help to create a visually rich streetscape that is also underpinned by the desire to create a sense of scale, order and proportion.

3.20 Early research surrounding the building that once occupied the vacant plot facing Piccadilly and Lever Street sparked the original inspiration for the design. In the late C19th the Georgian townhouses occupying 43 to 45 Piccadilly were replaced by a 5 storey office building that was occupied by the Victorian Building Society. Its elevation was comprised of a repetitive collection of thin columns and fatter walls. This simple architectural DNA gave rise to a robust and beautiful building, which was eventually replaced in 1967 by a new building occupied by the Trustee Savings Bank. stephenson hamilton risley STUDIO was inspired by the challenge of creating a contemporary building that adopts the same ‘DNA’. In this way, the new proposal will have a meaningful relationship with the site’s historic predecessor.

3.21 The Piccadilly elevation is where the new building abuts the former townhouse. As described earlier, the old and new structures utilise the same harmonic proportions to help unite both buildings. To create further harmony, the new elevation is composed to create a sympathetic alignment in the following ways:

- The cornice to the bottom of the first floor townhouse windows establishes a datum line for a new plinth that continues across both buildings. The plinth is unified in material and continues around the Lever Street elevation, which separates the glass retail unit to the ground floor and the hotel above.
- The existing cornice beneath the second floor townhouse windows establishes the height of the flush cornice to the new hotel.
- In classical and Georgian architecture, the principal rooms were located on the first floor. This was the preserve of the noble classes, hence the phrase piano nobile. This also explains why the townhouse has ornate window surrounds to the first floor. The decision to locate the principal rooms of the hotel (reception, bar, and restaurant) at the first floor adds greater meaning when considering the hotel reception is located within the Georgian townhouse. To reinforce this architectural idea of a piano nobile, the windows to the new building perfectly align with its historic neighbour. Furthermore, the new windows are expressed differently to the hotel bedrooms to give more architectural importance to their function of illuminating the principal rooms.
- While the old and new building share a common language at the point they physical join, the new façade differs greatly elsewhere to allow both buildings to express their own identity and epoch.

3.22 The new façade to Piccadilly is underpinned by the following ideas:

- Unifying GRC plinth to the ground floor of both the old and new buildings with full height glazing and associated high level micro-louvres to the hotel entrance and retail unit.
- Make good, repair and paint existing townhouse façade and windows from 1st to 2nd floors.
- New building comprised of horizontal GRC banding at every floor level with brickwork and windows infill from 1st to 7th floors. The brickwork has a combination of expressed 450mm columns with angled infills of different sizes. The largest and deepest angled infills are located adjacent to the townhouse to help provide a greater sense of ‘termination’ of the new façade adjacent the old. All floors are expressed as single height to help unify the scale between new and old.
- 8th to 10th floors are constructed from GRC and form a 3 storey expression. The change in scale and material to the lower floors is to provide a defined ‘top’ and help reduce the perceived scale of the building.
- The 11th floor is also constructed from GRC. It is composed of a simple line of columns and beams that enclose windows. This is set back from the main façade by 3.5m to minimise its impact.

- Located behind the townhouse is a simple 12 storey brick tower with brick ribs at the upper levels to provide a degree of articulation to an otherwise simple form. This is intended to appear visually subservient to both the main body of the hotel and townhouse.
- The expressed base, middle and top provides a classical tri-partite composition facing Piccadilly.

3.23 The new façade to Lever Street is underpinned by the following ideas:

- Unifying GRC plinth to the ground floor with full height glazing and associated high level micro-louvres to the retail unit.
- The 1st to 7th floors is comprised of horizontal GRC banding at every floor level with brickwork and windows infill. The brickwork has a combination of expressed 450mm columns with angled infills of different sizes. The largest and deepest of these apertures are located at the Lever Street and Piccadilly corner to help provide a strong termination of the vista when looking at the building from Market Street.
- 8th to 10th floors are constructed from brickwork and form a 3 storey expression. The change in scale is to provide a defined ‘top’ and help reduce the perceived scale of the building.
- The 11th floor is composed of a simple line of column and beams that enclose windows. This is set back from the main façade by 0.9m to minimise its impact.
- The modelling of the façade at the junction with Back Piccadilly helps to mediate the scale of the adjoining Georgian offices on Lever Street and the hotel. The façade to the 8th to 10th floor is eroded and allows the 11th floor GRC façade to extend downwards.

3.24 The new façade to Back Piccadilly is underpinned by the following ideas:

- Unifying GRC plinth to the ground and first floor with full height louvres to the retail unit.
- New building comprised of horizontal GRC banding at every floor level with brickwork and windows infill from 2nd to 7th floors. The brickwork has a combination of expressed 450mm columns with flat infills of different sizes.
- 8th to 11th floors are constructed from GRC and form a 4 storey expression. The change in scale is to provide a defined ‘top’ and help reduce the perceived scale of the building. The left-hand window has a deep angled reveal to help provide a strong termination of the vista when looking at the building from Lever Street.
- Located behind the retained warehouse facade is a simple 12 storey brick tower with brick ribs at the upper levels to provide a degree of articulation to an otherwise simple form. This is intended to appear visually subservient to both the main hotel and warehouse.
- The rear façade of the warehouse is to be retained. It will be repaired, repointed and the pike replaced with a stone coping. The existing windows and doors are to be repaired and painted. The non-original shopfront will be removed and

replaced with louvres to shroud the service entrance and substation.

3.25 The elevations have been carefully composed to give a sense of drama and to express individual building components. The architectural language is contemporary and bold. It will make a significant contribution to the streetscape and help to knit the building into the surrounding neighbourhood and urban realm.

3.26 From scheme inception the desire has been to use a limited material palette to provide a simple and elegant contemporary aesthetic that will respond well to the neighbouring context. The proposal is for buff brickwork, white GRC panels, and polyester powder coated windows and louvres. This material choice compliments the neighbouring buildings, which are constructed from either brickwork or Portland stone.

Access

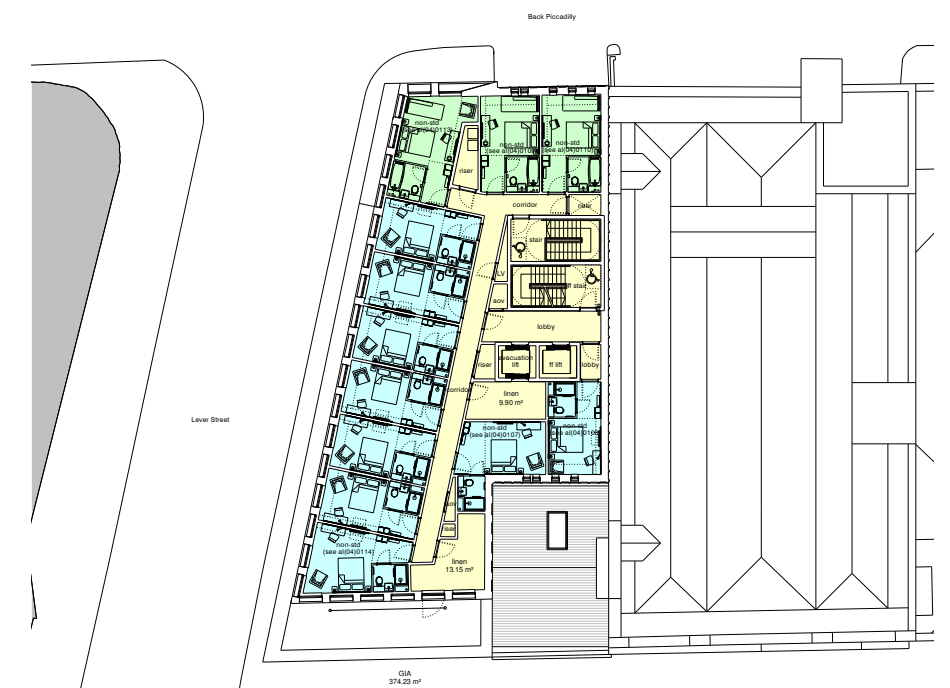
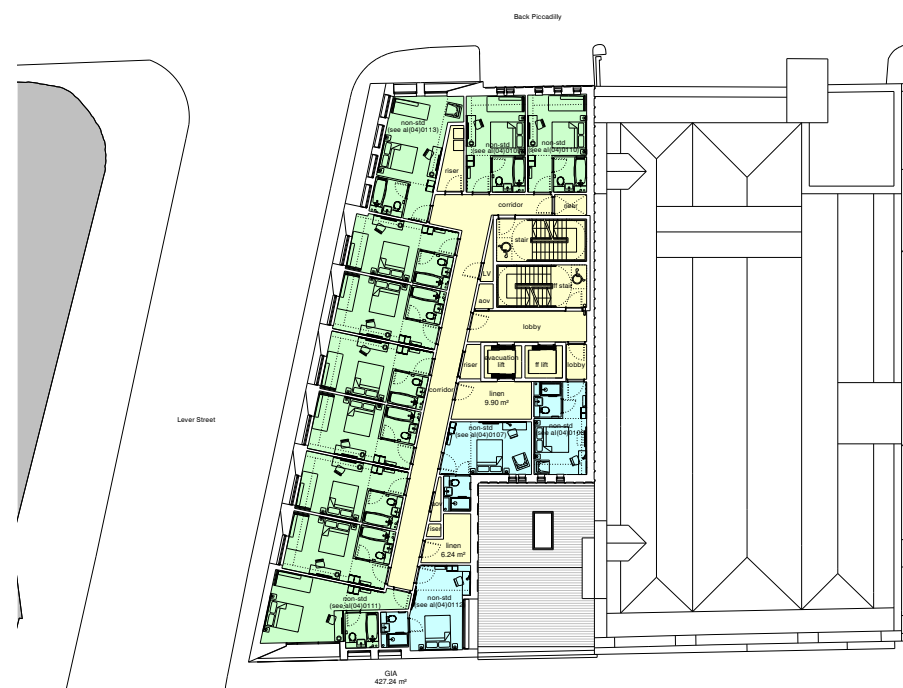
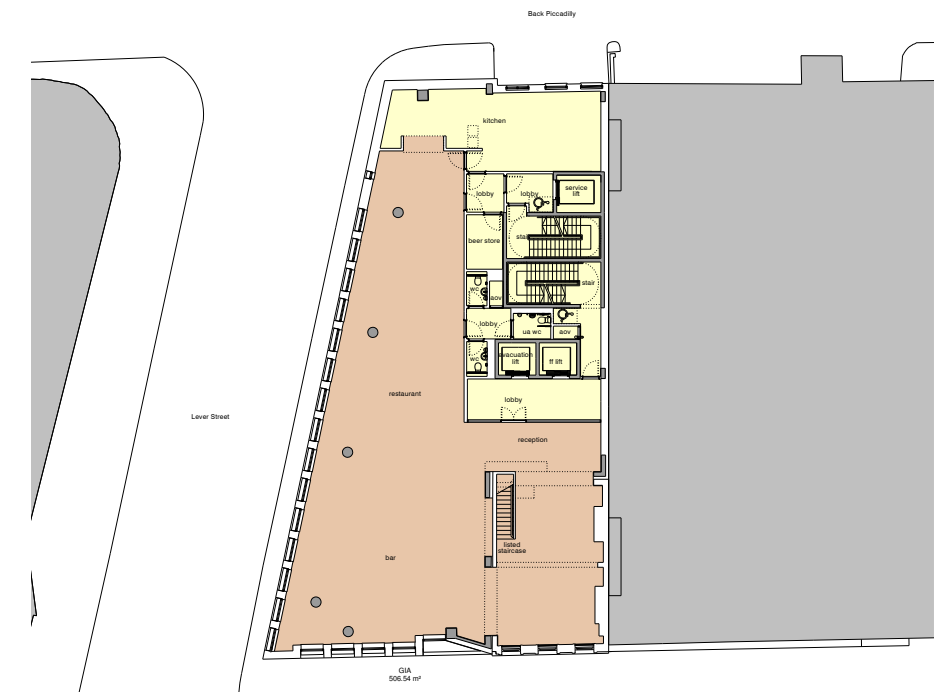
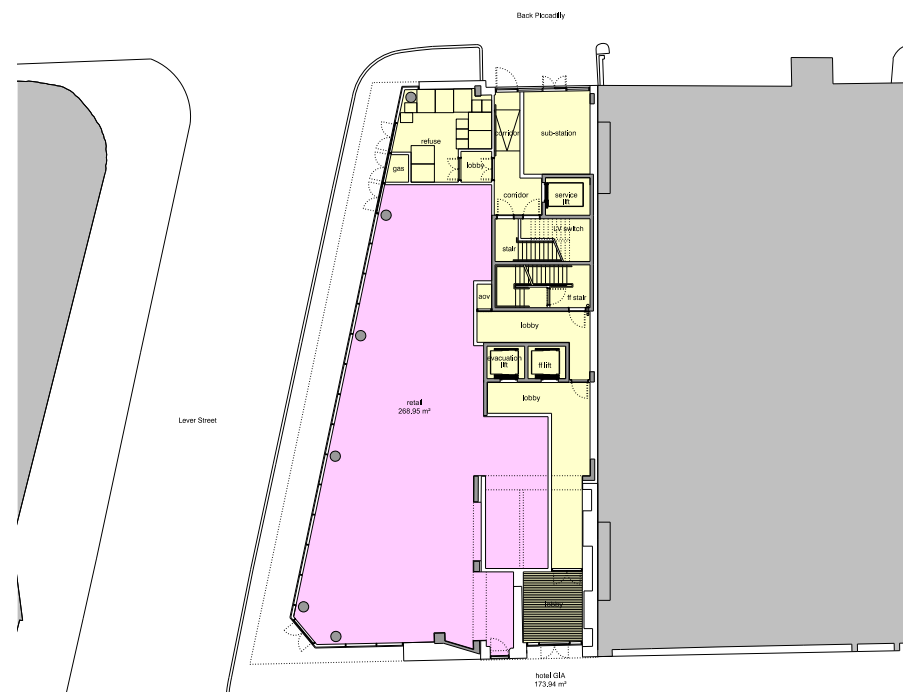
3.27 The Application Site has a proximal location to a suite of major transportation hubs within Manchester, including Manchester Piccadilly Station and Piccadilly Gardens tram interchange. Therefore, the proposal can be considered extremely accessible. A Transport Travel Plan will be submitted as part of this planning application.

3.28 The proposed development has applied inclusive design principles to both the external and internal environments in order to maximise access and egress for disabled people. Furthermore, the aim is to design an inclusive environment regardless of age, gender, ethnicity, or disability.

All ground floor uses benefit from a level threshold access with the proposed internal finished floor levels, as illustrated in the diagrams opposite. All public entrances will comply with clear opening requirements, while also providing anti-slip floor finishes. The open-plan nature of the hotel ground floor lobby and the first floor lounge supports clear way-finding to the primary circulation lobby. Internal levels to the hotel are all connected by Part M compliant lifts and ambulant disabled stairs that ensure equal access by all.

The retail unit will be subject to future fit-out works by the tenants, whose responsibility will be to install the necessary infrastructure to comply with current legislation.

The design team is committed to the principles of inclusive design and will, as far as reasonably possible, ensure that the project is accessible both internally and externally. The development has been designed to satisfy the provision for access as outlined in Part M of the Building Regulations and all public areas comply with DFA 2 standards.



Accessible Hotel Rooms

This proposal is for a 129no. room hotel and has sought to provide accessible rooms as part of the proposed mix of rooms. As a minimum the scheme achieves the required amount to comply with Building Regulations, which is 5% of the total accommodation. To achieve full compliance with MCC’s 10% target would impact negatively on building efficiency and ultimately render the scheme unviable. However, the proposed 5% allowance of universal access rooms in this development have bathrooms in full compliance with DFA 2 sizes and the bedrooms are considerably larger than most provided by other hoteliers. For example, the consented hotel at 67 Piccadilly has modest accessible room size of only 23.2m2. This proposal has universal access rooms of 34.4m2, which is 50% larger. In addition, it is proposed most of these rooms will include for disabled hoists and all will have interconnecting doors to the adjoining bedrooms. The entrance corridor to the universal access rooms has a 2.1m wide corridor, which exceeds the requirement of DFA 2.

The nearest disabled parking for guests is located on Tib Street (see drawing 7546-al(02)0002).

3.29 The Application Site has a proximal location to a suite of major transportation hubs within Manchester, including Manchester Piccadilly Station and Piccadilly Gardens tram interchange. There are also numerous parking facilities in the neighbourhood. Therefore, the proposal does not benefit from on-site parking facilities. However, a secure cycle store located within a lockable room in the basement accommodates storage for 14 cycles. Shower and locker room facilities are located adjacent the cycle store. A Transport Travel Plan will be submitted as part of this planning application.

3.30 The majority of vehicles servicing the building will be light goods vehicles, with a small number of movements by larger, rigid vehicles including refuse vehicles. The design concentrates servicing activity on Back Piccadilly as vehicles have an opportunity to load and un-load without inconveniencing other road users on Lever Street and Piccadilly.

3.31 The hotel and retail units have access to dedicated refuse storage facilities, which are to be mechanically ventilated. The hotel refuse storage is located off Lever Street at the junction with Back Piccadilly. A management company will be responsible to move the refuse bins from the refuse room, along Lever Street and temporarily store them within the site curtilage on Back Piccadilly, where the refuse vehicle will be parked. Thereafter, the bins will be returned to the refuse room. The plan opposite illustrates the servicing strategy for the project.

3.32 The hotel is maintained by a combination of cherry-pickers and a roof mounted abseil system.

Works to the listed buildings

3.33 A number of internal and external alterations will be required to 47 Piccadilly. The detail of these works and associated demolitions are set out on the submitted plans.

3.34 The external works to the townhouse include:

- existing roof and gutters repaired as necessary
- existing roof structure repaired as necessary
- existing cornice to be refurbished and repaired
- render and stucco façade to be repaired and refurbished
- existing window surrounds to be refurbished and repaired
- existing windows to be repaired or replaced and re-glazed
- existing newsagent shopfront will be removed
- re-point existing chimney using lime-based mortar
- new contemporary shopfront to be installed
- remove all non-original fittings (alarms, banners, up-lighting, etc)
- remove non-original timber pilasters

3.35 The external works to the warehouse elevation facing Back Piccadilly include:

- cleaning brickwork, raking out joints, and re-pointing using lime-based mortar
- existing wooden doors to be refurbished and glazing replaced
- existing windows to be repaired or replaced and re-glazed
- stone cills to be refurbished and repaired
- existing shop fascia to be removed and brickwork behind repaired
- existing roller shutter door to be replaced with new louvres and associated louvred doors
- new stone coping to pike following the removal of the tiled roof
- remove non-original fittings (alarms, banners, up-lighting, etc)
- other than the rear façade of the warehouse, all other walls and roof will be removed

3.36 The internal works to the townhouse include:

- retain all original features including floors, floor tiles, cupboards, and ceiling covings
- retain existing windows and architraves and repair as necessary
- retain original walls where possible
- retain and refurbish original staircase from first to second floor
- formation of new openings and insertion of new steel lintels
- removal of non-original existing staircase between basement and first floor
- removal of existing walls, sections of floor and suspended ceilings

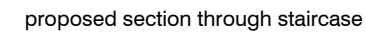
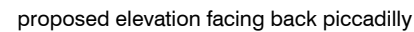
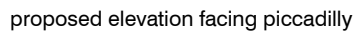
- removal of all non-original walls, floors, coverings, ceilings
- installation of new walls, ceilings, doors, and finishes for the benefit of the hotel fit-out

3.37 It is considered the extent of internal alterations necessitate the loss of some late C19th fabric and will result in a minor compromise to the surviving. However, this fabric itself is much compromised and in an advanced state of deterioration. There will be no loss of character defining building features that are essential to understanding the special architectural or historic interest of the surviving building group. The adaptations would enable the continued expression of the former building components, while facilitating its reuse. The physical compromise to the character of the building, and its special architectural or historic interest will, therefore, be relatively minor, as the internal alterations would result in low-adverse impact. This apparently negative-impact would be balanced by securing the sustainable use of the retained historic fabric and the current void-space in the streetscape.

3.38 All the above works are considered necessary in order to refurbish the existing property and bring it back into a usable condition, and in order to facilitate the change of use of the buildings to a hotel, retail unit, and restaurant/ bar, thus providing them with a viable and long-term use.



photograph of second floor windows



4.0 Planning policy context

4.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “*if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Act, the determination must be made in accordance with the plan, unless material planning considerations indicate otherwise*”. Any issue that relates to the use and development of land is capable of being a material planning consideration, this includes Government statements of planning policy.

4.2 The development plan applicable to the site is the adopted Manchester Core Strategy (2012) and saved policies from the Manchester Unitary Development Plan (1995). There are a number of policies within both these documents that are relevant to and support the redevelopment of the application site for a hotel and bar / restaurant. These are set out below alongside a number of other documents which are considered material planning considerations.

National Planning Policy Framework (NPPF)

4.3 An updated National Planning Policy Framework (NPPF) was published in February 2019. This sets out the Government’s latest guidance on planning matters and replaces the previous NPPF (published in 2012).

4.4 The aim of the document is to ensure that there is a presumption in favour of sustainable development and that positive planning solutions are found to ensure economic development is brought forward.

4.5 Section 6 of the NPPF focuses entirely on the objective of “*building a strong, competitive economy*”. Paragraph 80 explains that: “*Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*” [our emphasis].

4.6 Sub-section (d) of Paragraph 81 further stipulates that planning policies should: “*be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices, and to enable a rapid response to changes in economic circumstances*”. Paragraph 82 also adds that planning policies and decisions should recognise and address the specific locational requirements of different sectors.

4.7 Section 7 of the NPPF relates to the vitality of town centres. Local Planning Authorities should recognise designated centres as the heart of their communities and pursue policies to support their growth, management and adaptation. In line with the sequential test set out at paragraphs 86 and 87, LPAs should encourage main town centre uses, including hotel development and food and drink uses, within designated centres. The application site is located within the heart of Manchester City Centre and thus accords well with national policies to prioritise town centre

development.

4.8 Section 9 of the NPPF deals with transport. Planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

4.9 Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, development should:

- (a) Give priority first to pedestrian and cycle movements;
- (b) Address the needs of people with disabilities and reduced mobility
- (c) Create places that are safe, secure and attractive;
- (d) Allow for the efficient delivery of goods

4.10 Section 11 of the NPPF is concerned with making the most efficient use of land. It requires that planning decisions “*promote an effective use of land in meeting the needs for homes and other uses, whilst safeguarding and improving the environment and ensure safe and healthy living conditions*”. It this regard it encourages mixed use developments and gives substantial weight to the value of using suitable brownfield land. Additionally, it supports and promotes the development of underutilised land and buildings.

4.11 With regard to design, the NPPF states at Section 12 that good design is a key part of sustainable development and should contribute positively to making places better for people.

4.12 Section 16 of the NPPF addresses matters relating to the historic environment. Paragraph 189 explains that in determining planning applications, local planning authorities should require an applicant to describe the significance of any heritage asset affected, including any contribution made by their setting. It is noted that the level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

4.13 Section 14 deals with climate change and flooding. With regard to flooding, it requires that development be directed away from areas at the highest risk of flooding. It goes on to state that LPA’s should ensure that flood risk is not increased elsewhere and that development in areas at risk of flooding is only considered where informed by a site-specific Flood Risk Assessment.

4.14 With regard to climate change, the NPPF requires that new development is planned to avoid increased vulnerability to the range of impacts arising from climate change and that it helps to reduce green house gas emissions. New development is additionally expected to comply with any development plan policies on local

requirements for decentralised energy supply unless this is o feasible or viable and to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

4.15 The impacts of development on biodiversity is considered in Section 15. Paragraph 175 requires LPA’s to minimise impacts on and provide for net biodiversity gains.

4.16 Paragraph 178 contains guidance with regard to ground conditions and contamination. It requires that planning decisions should ensure that “a site is suitable for its proposed use taking account of ground conditions and any risk arising from land instability and contamination”.

4.17 Guidance in relation to new development and pollution is set out in Paragraph 180. It requires that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitively of the site or wider areas to impacts that could arise from the development.

4.18 Paragraph 192 of the NPPF goes on to explain that in determining applications that affect heritage assets, local planning authorities should take account of:

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

4.19 Paragraph 193 reiterates that “*when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation*”. Paragraph 196 is also important in explaining that: “*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*”.

4.20 The NPPF is also proactive in seeking enhancement, and paragraph 200 states that: “*Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably*”.

4.21 Paragraph 38 of the new NPPF states that: “*Local Planning Authorities*

should approach decisions on proposed development in a positive and creative way". Furthermore, it is advised that LPAs should *"work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area"*. Finally, it is also reiterated in the Framework that decision-makers should: *"seek to approve applications for sustainable development where possible"* [our emphasis].

4.22 The Framework states that applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise, and the National Planning Policy Framework is a material consideration in planning decisions.

Development plan

4.23 The Development Plan for Manchester comprises its Core Strategy (adopted in 2012) and the saved policies of the Manchester Unitary Development Plan (1995), although it is notable from the outset that this document is now very out-of-date.

4.24 The Policies Map that forms part of the Development Plan shows that the site is not allocated for any specific use. However, it confirms that the site lies within a Conservation Area and within the Manchester City Centre Primary Shopping Area.

4.25 We now consider each policy document in turn below.

Manchester Core Strategy

4.26 Manchester's Core Strategy was adopted in 2012 and is intended to cover the period up to 2027. It replaced many of the policies in the Manchester Unitary Development Plan (UDP), although a limited number of policies remain saved.

4.27 The Core Strategy divides the City of Manchester into five distinct 'Regeneration Areas', plus the city centre. The application site lies within Manchester City Centre itself. The city centre is also broken down into several distinct areas, and the site lies within an area characterised as the 'Piccadilly Gateway'.

4.28 Policy SP1 sets out the key spatial principles that are to guide the strategic development of Manchester over the plan period. The policy states that the emphasis will be on the creation of neighbourhoods of choice, providing high quality and diverse housing. The policy states that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity. The policy justification text further explains that the Regional Centre, with Manchester City Centre at its core, is the economic driver of the City Region and has greatest potential to drive its continued economic growth, and to do so with the least environmental costs.

4.29 Policy EC1 deals specifically with employment and economic growth in Manchester. In addition to making provision for 200 ha of employment land, the policy states that: *"The Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1"*. Paragraph 8.9 of the Core Strategy further explains that other forms of economic development, such as tourism, provide significant employment and contribute to the quality of life on offer in the City.

4.30 The economic role of Manchester City Centre is further highlighted by **Policy CC1** which identifies the City Centre and its 'Fringe' as the primary focus for economic development. The policy clearly stipulates that: *"The City Centre is a strategic economic location and focus of employment growth in the City and City Region"*. Furthermore, the policy reiterates that: *"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"*.

4.31 Policy CC4 is critical as this relates specifically to tourism, culture and leisure development within the City Centre. The policy is unequivocal that: *"The City Centre will be the focus for culture and leisure in the City Region"*. The policy also stipulates that proposals to improve the facilities for business visitors will be supported. Moreover, the policy clearly states that:

"Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the City, and these will be particularly important in the City Centre. New hotel development which contributes to the quality of the City Centre hotel offer will be supported" [our emphasis].

4.32 The justification text for Policy CC4 explains that Manchester has a growing tourism industry and that many of the attractions are based in or around the City Centre. It has also developed an international reputation as a conference location, and this is considered an important area to build on in the future. Paragraph 8.38 of the Core Strategy notes that the availability of hotel rooms is important to support conference events, as well as other visitor-orientated activities.

4.33 It is clear that the application proposal accords well with the Council's aspirations with regards to the hotel and tourism sector, as it will deliver a new high-quality hotel within the heart of the City Centre. The Premier Inn is expected to provide accommodation for both tourists and business visitors to Manchester City Centre.

4.34 Policy CC6 explains that development in the City Centre will generally be high-density. The policy states that: *"It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City"*.

4.35 Related to this, **Policy CC7** seeks to encourage mixed-use development within the City Centre. The policy states that: *"The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites"*. In particular, it is noted that: *"Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment"*.

4.36 Policy CC9 relates to matters of design and heritage within the City Centre. The policy explains that the design of new buildings will need to be of the highest standard in terms of appearance and function. Furthermore, development should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The policy stipulates that: *"The Council will support high density and mixed-use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment"*.

4.37 Policy CC10 seeks to ensure that the City Centre is a *"place for everyone"*, and that it develops as a location that appeals to a wide range of residents and visitors. In particular, the policy aims to promote high standards of accessibility to buildings and across spaces in the City Centre.

4.38 Manchester's hierarchy of centres is set out in **Policy C1**. Manchester City Centre sits at the top of the hierarchy, and the policy stipulates that it will be focus for comparison retail development in the City Region. It is additionally noted that: *"The City Centre is also the regional focus for commerce, culture, leisure and tourism"*.

4.39 Policies T1 and T2 set out the Council's main requirements in relation to transport and accessibility matters. Policy T2 confirms that development should be located such that it provides good access to the City's main economic drivers (such as the Regional Centre), and that it is easily accessible by walking, cycling and public transport. The provision of car parking on developments within the City Centre should take account of the city's highly accessible location.

4.40 Policy EN1 of the Core Strategy sets out the Council's design principles for development. It also divides the City into various 'strategic character areas'. The application site lies within the 'City Centre Character Area'. Within this area, the policy requires:

- That developers consider the City's heritage and continue the rich pattern of activity in the core area;
- While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level; and
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space.

4.41 Policy EN2 relates to tall buildings, which are defined as: *"Buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline"*. The application proposal is for a 13-storey building. It is debatable whether the proposal should be considered a 'tall building' for the purposes of Policy EN2, since the building will not be 'substantially' larger than other tall buildings that surround Piccadilly Gardens, many of which have around 7-storeys and larger floor to ceiling heights, such that the overall height of the new hotel will not be markedly different to its neighbours.

4.42 Notwithstanding this, we note the contents of Policy EN2, which stipulates that proposals for tall buildings will be supported where it can be demonstrated that they:

- Are of excellent design quality;
- Are appropriately located;
- Contribute positively to sustainability;
- Contribute positively to place-making, for example as a landmark; and
- Will bring significant regeneration benefits.

4.43 Policy EN2 adds that suitable locations for tall buildings will be sites within and immediately adjacent to the City Centre, with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. It is also noted that: *"A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views"*. Finally, it is stipulated that it will be necessary for the applicant to demonstrate that proposals for tall buildings are viable and deliverable. In this regard, it is noted that the applicant has already secured occupiers for the proposed development, in the form of Premier Inn and Bar and Block, and as such the development can proceed following the grant of planning permission and Listed Building Consent.

4.44 Heritage matters are addressed by **Policy EN3** of the Core Strategy. The policy states that: *"New developments must be designed so as to support*

the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains". The policy also adds that proposals that enable the re-use of heritage assets will be *"encouraged"* where they are considered consistent with the significance of the heritage asset.

4.45 Policy EN4 seeks to reduce carbon dioxide emissions by enabling zero and low carbon development. All development is expected to follow the principles of the Energy Hierarchy and reduce the need for energy by incorporating appropriate design features and energy efficient measures. **Policy EN6** confirms that applications for development that will provide more than 1,000 sq.m of floorspace must meet the carbon dioxide emission reduction targets set out in the Core Strategy.

4.46 Finally, **Policy DM1** sets out a list of general development management principles. These include the following points:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy and odours;
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people, and access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Flood risk and drainage; and
- Incorporation of sustainable construction techniques.

Manchester Unitary Development Plan (UDP)

4.47 The UDP, which was adopted in 1995, is now in excess of 20 years old. However, a number of its policies within it are 'saved'. There are a number of saved policies that are applicable to the application scheme. These are considered below.

4.48 Policy 18 relates to Conservation Areas and states that the Council will seek to preserve and enhance the character of its designated Conversation Areas. In particular, it is noted that consent to demolish a building within a Conservation Area will only be granted where it can be shown that the building is beyond repair,

incapable of beneficial use, or where its removal or replacement would benefit the appearance and character of the area.

4.49 Policy 19 is also saved and relates to Listed Buildings. DC19.1 states that the Council will:

- Not grant Listed Building Consent for the demolition of a listed building other than in the most exceptional circumstances;
- Not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- Not permit any external or internal alteration or addition to a listed building where there would be an adverse effect on its architectural or historic character;
- Seek to preserve and enhance the setting of listed buildings by appropriate control over the design of new development in their vicinity;
- Approve demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract; and
- Not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

4.50 The UDP's 'Small Area Policies' for the City Centre have also been saved (reference: RC20).

The application site lies within Area 9, which relates to land around Piccadilly and Oldham Street. Much of the text relating to this area is now out of date as the character of the area has changed significant over the last 20 years. However, the policy confirms that this area is an active and important part of the Regional Centre and that the area is characterised by high volumes of pedestrian and bus activity, and also lies near to major routes for traffic moving around the city core.

4.51 The main policy emphasis for the Piccadilly area is to enhance the character and appearance of the area. It is also noted that one of the main attractions of the area is its *"lively, commercial and undeniably urban environment"*. Retailing is expected to remain the predominant frontage use in the area, although it is acknowledged that non-retail services also contribute to street activity, complement the shops and provide a useful service to the volume of people passing through the area.

Other Material Considerations

Emerging Greater Manchester Strategic Framework (GMSF)

4.52 A strategic plan for the Greater Manchester sub-region is in the process of being prepared and a draft Framework was published for consultation in early 2019. The GMSF sets out how Greater Manchester will develop into a world-class city region, in the period up to 2037.

4.53 The GMSF is currently at a relatively early stage of preparation and as such, only limited weight can be afforded to it at the present time. However, once adopted it will form part of Manchester's Development Plan.

4.54 The vision of the GMSF is to make Greater Manchester one of the best places in the world to “*grow up, get on and grow old*”. As part of this vision it is assumed that Greater Manchester will be a place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent. In order to achieve this vision, development is expected to focus in the Core Growth Area (which is centred on Manchester City Centre), Manchester Airport and key economic locations. It is also notable that one of the strategic objectives of the Framework is to “*maximise the potential arising from national and international assets*”. In order to achieve this, the Framework notes the requirement to: “*improve visitor facilities in the City Centre*”.

4.55 The overall spatial strategy of the GMSF seeks to take advantage of opportunities to deliver high levels of economic growth. The Framework seeks to make the most of key assets at the core of the conurbation (i.e. the Core Growth Area) in order to drive economic growth across the city region. The GMSF explains that the huge agglomeration of economic activity at the centre of Greater Manchester is the city region's greatest strength. At the heart of this is the City Centre, which is the most significant economic location and largest office market in the country, outside London. Draft **Policy GM-Strat1** thus seeks to protect and enhance the economic role of the Core Growth Area, with development to support major growth in the number of jobs within this area.

4.56 The City Centre lies at the heart of Greater Manchester and is immensely important to the city region's economy. Draft **Policy GM-Strat2** intends to strengthen further the economic role of the city centre. The policy stipulates that the City Centre will: “*continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, and will be a priority for investment in development and infrastructure*”.

4.57 The application proposal is in line with the provisions of the emerging GMSF, which seeks to drive economic growth in the City Centre, including through the provision of new tourist and leisure facilities.

Guide to Development in Manchester Supplementary Planning Document (2007, SPD)

4.58 The SPD provides further detail with regards to the Council's design policies. All new development is expected to have a high standard of design and make a positive contribution to the City's environment. The qualities of the City's Conservation Areas must be respected by new developments, to create high quality environments that combine good design with the best architectural traditions of the City.

4.59 The SPD notes that the corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area. Corners should therefore be designed with attractive window, entrance and elevational detail and site boundaries should be high quality. On major routes they should accommodate active ground floor uses to reinforce the character of the street and the sense of place.

4.60 The Guide to Development also prioritises bringing disused buildings and buildings of historic and architectural importance in the City Centre back into use. The Guide notes that wherever the size, character, appearance and robustness of existing buildings are compatible with proposals for the future of an area, they should be retained and refurbished to accommodate new uses. The SPD adds that: “*This retains the character and appearance of the area and reinforces its sense of place. The completed scheme should maximise accessibility*”.

4.61 The SPD is also clear that the Council is committed to making Manchester “*the Greenest City in Britain*”. Developers will need to show how they have considered the steps necessary to reduce energy demand at the earliest stages of design. Developers should aim to reduce carbon dioxide emissions by at least 25 per cent more than the requirements of the current Building Regulations. Developments should also be achieving a BREEAM design and postconstruction rating of ‘very good’.

4.62 The Guide devotes an entire chapter to addressing matters of design in relation to Manchester City Centre. The SPD explains that not all new buildings in the City Centre can, or should, be ‘iconic’, but new developments are expected to contribute positively to the identity and overall quality of the City Centre. Developments should be designed for ‘place’ and not simply for ‘purpose’, and overly corporate designs will be discouraged. The relationship between new and existing buildings, particularly those with a historic role, will be important, and developers are encouraged to look positively at the role older buildings can play in delivering a sense of place within the City Centre.

4.63 The SPD further explains that it is important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings. Schemes will be considered on an individual basis and key questions will be the quality and interest of the roof line; the design of the lower floors; the relationship to the surrounding streets; the impact of servicing and parking requirements; the microclimate, including overshadowing and air turbulence effects; and the quality and usability of the spaces surrounding the building.

4.64 The Guide explains that the changes in angle within the City's streets and the consequential alignment of building blocks gives an added importance to those buildings located at road junctions. Although there are no deliberately designed grand axial views, the grid system of streets allows for long vistas in different parts of the City Centre. It is noted that some of these views have been terminated with

buildings that are designed to be different from those that simply form part of the ‘street wall’, and new developments should continue to exploit this characteristic.

Regeneration of Piccadilly Gardens

4.65 The regeneration of Piccadilly Gardens has been a long-term aspiration of the Council, as the area is one of the most-heavily frequented areas of public open space within the City Centre, but it is also an area that has attracted wide criticism over the years for its design, environmental quality and proliferation of anti-social behaviour.

4.66 In 2017, a planning application was submitted for a £2 million revamp of the gardens. The aim was to secure the transformation of the area into a more vibrant and attractive open space, which would be welcoming to families, whilst detracting anti-social behaviour. The proposals included the removal of the existing pavilion and wall feature, and its replacement with two new pavilions and a living wall; improving the lighting around the gardens; the provision of more seating; the introduction of more soft landscaping; and bringing family-themed restaurants and a coffee shop to the new pavilion buildings. However, due to viability issues, this application was subsequently withdrawn.

4.67 It is understood that the Council now intends to commission landscape architects to design a new scheme to build upon the previous proposals and improve the environment of Piccadilly Gardens as a whole.

4.68 The proposed redevelopment of the vacant and underused application site, which is located at the corner of Piccadilly Gardens, will contribute towards the Council's aims to raise environmental standards in this area and secure the regeneration of Piccadilly Gardens.

Greater Manchester Strategy for the Visitor Economy (2014-2020)

4.69 The Strategy, which has been prepared by Marketing Manchester in association with the local authorities and other key stakeholders, sets out a direction for the visitor economy from 2014 through to 2020, and provides a strategic framework for the whole of the Greater Manchester sub-region. The strategy for the visitor economy is to create a distinctive sense of place, by maintaining and increasing Manchester's competitive advantage, by creating employment opportunities and by raising the global profile of Manchester as a place to live, invest and visit.

4.70 The strategy document notes that national tourism growth since 2010 has averaged 8.7 per cent, against VisitEngland's predicted target of 5 per cent. This level of growth compares well with other sectors and has enormous potential to provide continued economic growth and employment for both England and Greater Manchester's economy.

4.71 As a result of the growth of Greater Manchester's tourism sector, there has been a rise in the city's hotel bed stock. In 2014 there were more than 11,000 hotel rooms in Manchester (with over 7,000 in the City Centre), and more than 2,000 in the pipeline. Greater Manchester tourism generates £6.6 billion a year for the local economy and supports nearly 84,000 FTE jobs.

4.72 It is noted that tourism can help Greater Manchester achieve its priorities for sustainable economic growth and secure its place as one of Europe's premier city regions. A strong visitor economy can play a key role in improving the quality of life, strengthening the global distinctiveness and world ranking of Manchester as a place to live, invest and visit and help address issues such as youth unemployment and worklessness. One in twelve jobs in the UK is currently either directly or indirectly supported by tourism. Furthermore, 44 per cent of people employed in tourism are under 30, compared with an average for the wider economy of 24 per cent.

4.73 The Strategy explains that Manchester is the UK's second most visited city destination. Annual hotel occupancy in Manchester is also robust and is comparable to other UK major cities, such as Glasgow and Edinburgh. Manchester is notable as a strong business travel destination, whilst its leisure market is not as strongly developed.

4.74 The Tourism Strategy is focused on how to maximise growth and also generate greater benefit from the tourism sector. The overall ambition for Greater Manchester is as follows:

"In 2020 the visitor economy will continue to be a key driver of the social, cultural and economic life of Greater Manchester, with substantially increased economic benefits for residents and businesses. This will be achieved by further developing and promoting the Greater Manchester product offer for leisure and business visitors, as a year-round vibrant and stimulating cultural city destination".

Greater Manchester Destination Management Plan (2017-2020)

4.75 The Destination Management Plan (DMP) is the action plan for the visitor economy for Greater Manchester and aligns to the overarching tourism strategy, summarised above. The DMP includes the plans of the Tourist Board, Marketing Manchester, the ten local planning authorities of Greater Manchester, Manchester Airport, and other agencies and tourism businesses.

4.76 The DMP has four strategic objectives, which are:

- 1) To position Manchester as a successful international destination;
- 2) To further develop Manchester as a leading events destination;
- 3) To improve the quality and appeal of the product offer; and 4) To maximise the capacity for growth.

4.77 The DMP sets some ambitious targets for growth by 2020, including the following aspirations:

- a) To increase staying visitor numbers from 10.3 million to 13.7 million;
- b) To increase the value of tourism from £6.6 billion to £8.8 billion;
- c) To increase the number of jobs supported by tourism from 83,934 to 112,477 FTE jobs;
- d) To maintain and ideally improve visitor satisfaction levels from 4.5/5 to 4.7/5.

4.78 The sub-regional tourist board therefore has ambitious plans to grow and develop the Greater Manchester tourist economy. The application proposal is a complementary use that aligns well with the visions and objectives of Marketing Manchester.

5.0 Principle of development

5.1 In this section of the report we consider the principle of the development of the site and the acceptability of the redevelopment of the site for a hotel and restaurant / bar with non-residential uses and ground and basement.

Principle of Development

5.2 The application site is located in the heart of Manchester City Centre and the main urban area. It comprises previously developed / brownfield land and is located in a highly sustainable location, accessible by a range of modes of public transport as well as on foot and by cycling. The site is accessible to a range of City Centre tourist attractions as well as retail and leisure facilities and various pubs, bars and restaurants.

5.3 Part of the site (land comprising the former no. 43 - 45 Piccadilly) is entirely vacant and derelict. Its current condition significantly detracts from the visual amenities of the area as well as the Conservation Area.

5.4 The remainder of the site consists of the listed former townhouse and linked warehouse at no. 47 Piccadilly. It is intended to retain and incorporate into the new development the former townhouse and the Back Piccadilly façade of the former warehouse, thereby preserving as much of the buildings as practically possible.

5.5 The site is of little, if any, environmental value and is in Flood Risk Zone 1 and thus deemed to be at low risk of flooding. It is also of low ecological value.

5.6 Having regard to these facts, and taking into account that planning permission has previously been granted for new development on the site (albeit that this permission has now time expired), we are of the view that its redevelopment is acceptable as a matter of principle.

Hotel and Restaurant / Bar Uses

5.7 The application site is not allocated for any specific purpose in the adopted Development Plan. However, it is centrally located within Manchester City Centre and specifically, the Primary Shopping Area. It is therefore considered to be an entirely appropriate site and location for new commercial development and specifically, a hotel and food and drink uses.

5.8 The site lies in a prominent location, adjacent to Piccadilly Gardens, and yet has been vacant and underused for around a decade. Although a newsagent occupies the ground floor of part of the site (no. 47 Piccadilly) the remainder of it consists of vacant floor space and land. The present use of the site doesn't make an efficient or effective use of the site, and the degraded and derelict appearance of it detracts significantly from the environment of both Piccadilly Gardens and the Stevenson Square Conservation Area.

5.9 The application scheme proposes the redevelopment and regeneration of the entire site, putting it into a more productive use than is currently the case, whilst at the same time delivering a retail unit, new bar /restaurant facilities, and hotel bedrooms thereby providing improved consumer choice. The scheme will also deliver associated enhancements to the local environment and visual amenity of the area by removing a derelict and unsightly site.

5.10 As identified in **Section 4** above, the Council recognises the value of tourism to the subregion and prioritises the growth of this sector. The application proposal will provide a new hotel, to be operated by a major brand (Premier Inn), and will deliver an additional 147 hotel bedrooms to support the growth of both business and leisure tourism markets. In line with both national and local requirements, the proposal is to be centrally located, within the heart of Manchester City Centre and adjacent to a public transport hub, and is thus a sustainable and accessible location for new visitor accommodation.

5.11 Whilst Manchester's Primary Shopping Area is to be retained primarily for retail use. Therefore, a retail use at ground floor and basement accords with this policy. The adopted Core Strategy does not rule out other town centre uses within this area, so the provision of a first floor restaurant / bar will ensure that the site provides an active street frontage, which will complement surrounding uses.

5.12 Having regard to these facts, it is considered that the uses proposed accord with both national and local planning policy, as well as local aspirations to enhance the sub-regional tourist sector.

5.13 It is noted that Core Strategy **Policies SP1, CC1 and C1** aim to direct economic growth - including the provision of new tourist and leisure facilities - towards Manchester City Centre. The proposal accords and is entirely consistent with this strategy.

5.14 Core Strategy **Policy CC4** supports the provision of new hotel accommodation within the City Centre and **Policy CC7** welcomes mixed-use schemes with active ground floor uses. The proposed development thus also accords with Policy CC4 and CC7.

5.15 Accordingly, we conclude that the provision of a retail unit, new hotel, and first floor bar / restaurant is entirely appropriate and uncontroversial in this location and therefore in land use terms the proposed development is acceptable in principle and should be supported.

6.0 Detailed planning matters

6.1 This section of the report discusses the detailed planning issues raised by the development proposals and demonstrates that the scheme complies with relevant planning policy contained with the adopted Development Plan as well as government guidance contained in the NPPF.

Design

6.2 The design, layout and appearance of the proposed development has evolved following careful consideration of the surrounding area; the historic features of no. 47 Piccadilly; the functional requirements of the proposed operators; and the site’s proximity to residential buildings and heritage assets. Regard has also been had to previous development on the site and historic planning permissions which set a precedent for a building of significant scale on the site.

6.3 At the forefront of the design, has been an aspiration to retain and integrate 47 Piccadilly, as well as the rear façade of the linked warehouse, which is listed by virtue of association, into the development and enable the two buildings and the history of the site to be read and remain discernible. As a result, as much as possible of the historic fabric has been retained and incorporated into the development, including the façade of both buildings.

6.4 Some changes are enviable in order to facilitate the conversion of the buildings to entirely different uses, although these have been kept to the minimum required to facilitate the new uses.

6.5 Importantly, the floor levels of the new building have been set at the same height as the basement, ground and first floors of 47 Piccadilly. A series of new openings have then been created in the north elevation of the retained buildings to enable the new and existing buildings to be linked. By leaving the majority of walls to no. 47 and in their original state not only protects the historic fabric of the building but demonstrates to users of the building how the new building interacts with the old.

6.6 The building design is deliberately dynamic, as this is considered befitting of the site’s corner location at the junction of Lever Street and Piccadilly. Moreover, it is anticipated that the development will help to transform the north-east corner of Piccadilly Gardens, creating a high-quality gateway building to the Northern Quarter.

6.7 The proposed building design also follows the principles set out by the Council for designing new buildings in the Stephenson Square Conservation Area. The scale of the building is appropriate for this location fronting Piccadilly Gardens, and is informed by the neighbouring no. 1 Piccadilly Gardens. The massing will reinforce the corner of the Gardens and create a sense of enclosure, that is currently missing at the moment. The building design incorporates a tripartite modulation (of base section, middle section and upper section) to reduce the perceived scale of the building, and replicate the characteristic of many Victorian warehouse buildings

within the Conservation Area. The design also incorporates a cantilever above the Lever Street pavement, which will have the effect of creating a human scale at ground level.

6.8 The new building includes deep recessed window features to break up the mass of the building and to respond to key vistas. The design of the facades also reflects the materials, proportions, details and composition of other buildings surrounding the site. Each elevation is distinct and responds to its specific environmental context.

6.9 It is proposed that new hotel building will be clad in brickwork and GRC panels to complement the materials palette of neighbouring properties.

6.10 The Back Piccadilly elevation will retain the façade of the existing warehouse.

6.11 It is therefore considered that the proposal accords with the principles of good design, as set out in the NPPF, **Policies CC9, EN1 and DM1** of the Manchester Core Strategy, and also the Guide to Development in Manchester SPD. Further details of the design evolution of the scheme, along with perspective images of the proposal are set out in the submitted Design and Access Statement.

6.12 The application scheme has also been carefully designed to ensure that it provides access to all in line with Core Strategy **Policy CC10**, which seeks to ensure that the City Centre is a ‘place for everyone’. The submitted **Access Statement** shows how level access can be achieved to all public elements of the proposed utilising lifts.

6.13 The proposed development has also been assessed against the principles of ‘Crime Prevention Through Environmental Design’ in order to reduce the opportunities for crime and the fear of crime. A **Crime Impact Statement** has been commissioned and is submitted with the planning application. The Statement concludes that the proposed development and layout do not raise any serious concerns from a crime prevention perspective. Furthermore, the applicant will have regard to the recommendations of the report in progressing the detailed design principles as the development progresses.

Heritage Impact

6.14 The design of the proposal has been closely informed by an appraisal of the significance of the heritage assets that are present both on site, and in the surrounding area. Indeed, a specialist consultancy - Stephen Levrant Heritage Architecture Ltd - was appointed to carry out a Historical Building appraisal of the surviving buildings at 43 – 47 Piccadilly, and to advise on the heritage value of the existing property, attached warehouse, and surrounding heritage assets.

6.15 Consequently, a detailed **Heritage Statement** has been prepared to inform the application for full planning permission and listed building consent, and this sets out the full heritage case. The Statement aims to provide a proportionate assessment of the sensitivity of the fabric and the setting of the site, as well as its immediate context, as the basis for an objective impact analysis of the proposed development on identified heritage assets and their settings.

6.16 The Heritage Statement has been informed by visual, non-intrusive surveys of the proposed development site, which were conducted in March 2019. Consideration has also been given to key views to notable historic buildings, as well as an assessment of the special character of the Conservation Area. The report thus considers the potential direct (physical) impact of the proposed development and the indirect (or visual) impact of the proposed development, measured against the defined significance of the extant site.

6.17 The Heritage Statement concludes that the impact of the proposed development will be **positive**. It is considered that the proposal will have a cumulative beneficial heritage impact on the fabric of the surviving listed building and the character and appearance of this part of the city centre. The striking design of the proposed hotel will inevitably create a new local landmark, but the degree of change has been well-balanced with the components of the historic environment. Thus, despite its increased scale, the innovative building design does not diminish the appreciation or experience of any of the adjacent heritage assets and it will retain the expression of the surviving components of 47 Piccadilly.

6.18 The Heritage Statement concludes that the cumulative impact on the designated heritage assets, which collectively define the site and its context, would be demonstrably **low beneficial**. The proposed corner building would be a striking addition to the junction of Lever Street and Piccadilly, but the proposed physical and visual impact will avoid any unmitigated adverse impact on the identified heritage assets. Therefore, the special interest of the collection of designated heritage assets (and the way they are experienced) would be preserved and enhanced by the proposed development, both in terms of the appropriate conservation of their significant fabric and the contribution they make to the vitality of this part of the city centre.

6.19 As the cumulative result of the proposed development would be demonstrably positive, the proposal is considered to meet the requirements of the NPPF (**paragraphs 192 and 193**), and positively address the core planning policy principles set out in **paragraph 8** of the NPPF. Furthermore, the scheme will support the continued regeneration of the Stephenson Square and Piccadilly Gardens area, and the positive heritage impact is further enhanced by the public benefits of securing environmental / economic improvements to this part of the city centre. The scheme thus also accords well with local heritage policies, as set out in **Policies CC9, EN1 and EN3** of the Manchester Core Strategy.

Sunlight and Daylight

6.20 Since the proposed new building will be higher than the existing built development on the site, a **Daylight and Sunlight Assessment and associated addendum statement** has been undertaken and is submitted with the application, and this considers the impact of the proposal on nearby residential accommodation. The nearest residential premises are existing flats at Chatsworth House, which are located to the rear of the site on Lever Street.

6.21 As part of the Assessment, all of the windows on the south-east and south-west elevations of Chatsworth House (which will have a view of the site) were assessed using the BRE Report, 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice'. All windows were first assessed using vertical sky component (VSC), followed by an assessment of average daylight factor (ADF) for any failures, followed by an assessment of no-skyline for any average daylight factor failures.

6.22 The Assessment found that, in total, 9 windows out of 224 assessed, would have a loss of VSC, outside the guidelines. However, 6 of these windows were secondary windows, which are not covered by the BRE guidelines. Furthermore, the remaining 3 windows were all windows in living rooms that were also served by two additional main windows. The guidelines permit averaging of results of windows of equal size. When this exercise was carried out, the mean loss of daylight across the three main windows in each room did fall within the BRE guidelines.

6.23 As such, overall, loss of daylight (as measured by the VSC) falls within the relevant guidelines, for all residential rooms within Chatsworth House, and therefore further calculations with respect to ADF and no-sky line were not required. All of the living rooms will continue to have a main window which receives the recommended amount of sunlight, both year-round and in the winter months.

6.24 The proposal will thus have no material adverse impact on neighbouring properties in relation to loss of daylight / sunlight, and thus accords with the design policies set out in the Core Strategy and Guide to Development in Manchester SPD.

Accessibility

6.25 The site benefits from excellent access to high quality public transport facilities.

6.26 The nearest bus stops are located at the site frontage, on both Piccadilly and Lever Street. Dale Street bus stop (situated on the Western side of Lever Street) provides access to bus routes 135, 181 and 182, whilst the Portland Street bus stops (on Piccadilly) provide access to bus routes 18 and 41. Furthermore, additional bus services are available from the bus stops at Piccadilly Gardens, which

are located only 150m from the site at Parker Street. At this location, Metroshuttle services are available, providing frequent free services to Manchester City Centre locations. There are therefore a wealth of bus services available within close proximity of the site, providing convenient city-wide travel.

6.27 The nearest Metrolink station to the site is at Piccadilly Gardens, located 150m to the south of the site. Metrolink is a light rail transit network that links the city centre to destinations further afield, such as Rochdale, Bury, Manchester Airport and Ashton-under-Lyne. The Metrolink also provides a convenient interchange between bus and rail services.

6.28 Manchester Piccadilly railway station is located around 500m to the south-east of the site. The proposed hotel will therefore benefit from good access to the station which provides an extensive range of services to areas throughout the UK, as well as to local destinations.

6.29 Pedestrian infrastructure in the vicinity of the site is considered to be of excellent quality with wide and well-lit footways on both sides of Piccadilly and Lever Street, with regular seating provision and directional signage. At the south-east corner of the site, there are two signalised pedestrian crossing facilities, which enable pedestrians to walk to Piccadilly Gardens, or continue south-west on Piccadilly. These facilities will make journeys on foot convenient and an attractive option for both staff and guests of the hotel.

6.30 In terms of local cycle infrastructure, Piccadilly has on-road cycle lanes that provide a route south to Store Street, which in turn provides access to National Cycle Route 66 (NCR66). Locally, NCR66 provides access to multiple residential areas on the outskirts of Manchester City Centre, where staff may reside. There are also a number of cycle hubs in the vicinity of the site, with the closest comprising 194 cycle parking spaces situated at City Tower (150m from the site). In addition to this, there are also 21 short-stay Sheffield-style cycle stands, with a capacity to hold up to 42 bicycles, located on Piccadilly that are available for general use. Also, a secure cycle store is located within a lockable room in the basement that accommodates storage for 14 cycles. Shower and locker room facilities are located adjacent the cycle store. A Transport Travel Plan will be submitted as part of this planning application. It is therefore considered that there are realistic opportunities for staff and guests to travel to and from the site by active means (i.e. cycling and walking).

6.31 In summary, the site has excellent accessibility credentials, which accords well with Core Strategy Policies T1 and T2, which seek to direct development to central locations that are accessible by a range of modes of transport. Given the site's location within the centre of Manchester City Centre, it benefits from a high level of public transport accessibility, as well as high quality walking and cycling facilities. Therefore, users of the site will have numerous opportunities to use sustainable modes of travel. It is notable that a **Travel Plan** has been submitted

with the planning application, which details measures to encourage awareness and uptake of these sustainable travel modes by guests and staff of the proposed hotel and restaurant / bar.

6.32 Given the site's central and highly accessible location, it is not proposed to provide any car parking as part of the application scheme, as it is anticipated that guests and staff will primarily utilise public transport to access the hotel / restaurant. However, some car journeys are inevitable, and guests choosing to travel to the site by car will be able to utilise one of the many public car parks available within Manchester City Centre, the nearest of which is only 110m to the south-east of the site.

6.33 Since the application scheme proposes no car park, and is not expected to generate large numbers of car trips (with most guests expected to travel by public transport), the impact of the development on the local highway network is expected to be negligible, as set out in the submitted Travel Plan. The nearest disabled parking for guests is located on Tib Street (see drawing 7546-al(02)0002).

Archaeology

6.34 Given the rich heritage of the City Centre, and the site's location surrounded by heritage assets, an Archaeological Assessment has been prepared and submitted with the application. The Assessment concludes that there is potential for surviving archaeological remains to be found on the site, relating to the foundations of previous buildings on the site or the earlier use of the land for marl/daub extraction in relation to the wattle and daub industry. Earlier remains are unlikely, but cannot be ruled out entirely. As such, it is proposed that any grant of planning permission could be made subject to a condition requiring an archaeological watching brief or further archaeological investigations to record any evidence before development progresses on the site.

Fume Extract and Noise Impact

6.35 It is recognised that the application site – although centrally located within Manchester – also lies in close proximity to some residential apartments, located on Lever Street. As such, the scheme has been designed to ensure that any impact on the amenity of neighbouring residents, through noise emissions or odours, is minimised. The proposal has therefore been informed by a Fume Extraction Statement and Noise Impact Assessment, as detailed below, which are submitted with the planning application and explain how noise and odour emissions at the site can be controlled.

6.36 The Fume Extraction Statement demonstrates how the scheme will comply with the Council's 'Guidance on the Control of Odour and Noise from Commercial Kitchen's. The restaurant / bar on the first floor of the development will provide full cooking facilities. Whilst the design of the kitchen has not yet been worked up in

detail, the Statement verifies that the discharge of the kitchen exhaust system at roof level via a high velocity jet cowl to ensure that fumes and odours are discharged above the roof line of adjacent buildings.

6.37 It is also anticipated that all combustion appliance flues will be routed through vertical service risers to roof level and discharged above the roof line of adjacent buildings. Again, the details of the flue gas discharge proposals will be developed at the detailed design stage and can be subject to a suitably worded planning condition.

6.38 A Noise Assessment has also been submitted with the application to consider the potential impact of both background noise and the proposed bar / restaurant use on the hotel bedrooms, and also the impact that the scheme's plant equipment may have on nearby noise sensitive locations. The Noise Assessment has been informed by a detailed environmental noise survey, which identifies background transportation noise around the site. Based on the results of the survey, the Assessment makes recommendations on the specifications for the glazing and ventilation systems to be installed at the hotel, and the acoustic treatment of walls, ceilings, doors and windows to ensure that appropriate sound conditions are achieved within the hotel bedrooms. It is notable that the Premier Inn's sound requirements in this regard are even more rigorous than the City Council's, to ensure that customers are satisfied with their accommodation.

6.39 Furthermore, the Noise Assessment sets out plant sound emission limits, to ensure that the development will not have an adverse noise impact on any nearby noise sensitive receptors (i.e. residential properties and apartments). The applicant will have regard to this advice in progressing the detailed design of the proposal, sourcing plant equipment and considering any necessary attenuation measures, and this matter can be the subject of a suitably worded planning condition.

6.40 The applicant has taken full regard of the need to preserve the amenity of nearby residents as well as users of the development itself, and the submitted documents demonstrate how the detailed design of the proposal can incorporate measures to minimise any impact from noise and odour emissions. As such, it is considered that the application proposal accords well with the Council's general development management principles, as set out in **Policy DM1** of the Core Strategy.

Renewable Energy and Sustainability

6.41 Core Strategy **Policy EN4** requires development proposals to reduce the need for energy by including appropriate design features and energy efficient measures. **Policy EN6** also stipulates that developments over 1,000 sq.m should meet the Core Strategy's carbon dioxide reduction targets. Early consideration has been given to these policy requirements in the design of the proposed development and an Energy and Renewables Statement has been submitted as part of the application package.

6.42 The Statement explains that the proposed building has been designed carefully in order to achieve a 25 per cent reduction in carbon dioxide emissions below the current Building Regulations. The building design incorporates a variety of passive design features to reduce the energy consumed by heating, cooling, and lighting systems. These features include: high insulation standards; low building air leakage to reduce heating energy use; high performance glazing to reduce solar heat gains. The building services systems shall be selected to reduce energy use and achieve high seasonal efficiencies.

6.43 Due to the location of the building, natural ventilation is not feasible and mechanical ventilation will be required to provide fresh air ventilation and extraction. High efficiency mechanical ventilation heat recovery shall be incorporated to reduce ventilation air heating demands. The buildings space heating and cooling demands shall be met by a Variable Refrigerant Flow heat recovery system. Meanwhile, domestic hot water shall be generated by high efficiency direct gas fired hot water heaters. All ventilation fans and circulation pumps will be provided with inverter drives for energy efficiency.

6.44 BREEAM (Building Research Establishment's Environmental Assessment Method) is a sustainability rating scheme for the built environment, and focuses on sustainability in building design, construction and use. A BREEAM Pre-Assessment has been submitted with the planning application, which indicates that the proposed development is expected to achieve a BREEAM rating of 'very good', which is therefore indicative of the scheme's sustainability credentials.

6.45 Based on the initiatives detailed above and also within the submitted Energy and Renewables Statement, it is clear that the proposal has been designed with full regard to the principles of achieving a sustainable and energy efficient development, and it is considered that the proposal accords well with Core Strategy **Policies EN4 and EN6**.

Ecology

6.46 Given the presence of a partially vacant / under-used building on the site (no. 47 Piccadilly) it was considered prudent to survey this property to check for the presence of bats and other ecological activity.

6.47 The submitted Ecology Assessment confirms that surveys of the site identified no bats or signs of bat activity within and around the building. Moreover, there is a lack of habitat features surrounding the site to be used by bats for foraging and / or commuting. Also, there are a number of street lights on three sides of the building, providing significant amounts of light spill into the building. As such, it is considered that the potential for effects on bats as a result of the development is considered negligible. Nevertheless, if any evidence of bats is found during the construction process, it is recommended that work stops immediately and further ecological advice is sought.

6.48 The Assessment also looked for evidence of black redstart on the site. However, no evidence of this species was recorded during the survey, and the rooftop habitat is considered to offer poor suitability as nesting habitat. As a result, no further action is required in this regard.

6.49 Evidence of other common bird species was found within the building. It is noted likely that common bird species such as pigeon, and potentially house sparrow, nest in the building. As such, the Assessment recommends that the building is inspected for the presence of breeding birds prior to any construction work taking place within the breeding season (March to September inclusive), and the applicant will adhere to this advice.

Ground Conditions

6.50 A Phase 1 Desk Study and Contaminated Land Risk Assessment has been prepared and submitted as part of the planning application package. The research presented in the report indicates that the site is highly unlikely to have been impacted by contamination from previous and adjacent land uses. Assessment of the data available has confirmed that the risk classification from contaminated ground is low in all reasonably foreseeable circumstances and, as a consequence, no further action is required. The risk to any future development from potential ground gas ingress is also classified as low based on the available data and no particular measures will need to be adopted based on the recommendations within Ciria C665 best practice guidance.

Drainage / SUDs

6.51 A Sustainable Urban Drainage Statement has been submitted with the application, which considers the potential to use SUDs on the site. The Statement explains that given the presence of an existing basement on a large portion of the site, it is not likely to be possible to utilise infiltration methods for the disposal of surface water. Since the nearest watercourse is located 320m from the site, it is currently proposed to discharge water from the site to the mains sewer adjacent to the site (taking into account a 50 per cent reduction in flow given that the site lies within a critical drainage area). Options for providing a storm attenuation tank will be considered in the next phase of the detailed design, should planning permission be granted, and could be made subject to a suitably worded condition.

Economic Impact

6.52 The application scheme will add 129 new bedrooms to the supply of hotel accommodation in Manchester City Centre enabling further overnight visits to be made for both business and leisure purposes. We would expect the proposed development to provide accommodation for circa 37,000 overnight stays in Manchester City Centre each year. This assumes that the proposed hotel will have an average occupancy of 80 per cent, and that 1.2 adults on average will be staying in each room.

6.53 Data on tourist expenditure is compiled by Visit England, Visit Scotland and Visit Wales and is presented in its annual tourist statistics. The latest publication (The GB Tourist Survey 2017 Annual Report) shows that an adult spends £64, per night, on an average overnight domestic trip in Great Britain. The Report also shows that 38% of spending on overnight domestic trips is currently spent on accommodation.

6.54 On this basis, once spending on accommodation is stripped out, 62% of tourist expenditure will be available for spending on items such as entertainment and visitor attractions, dining, transport and travel and retail spending. Thus, the average visitor to the proposed hotel will have £39.68 per night to spend in the local area (i.e. £64 per night x 62%).

6.55 Since the hotel will provide accommodation for an estimated 37,000 overnight stays a year. It has the potential to attract substantial visitor spend of circa £1.4 million per annum, to the benefit of the local and sub-regional economy.

6.56 The proposed development will also create new jobs, both during the construction phase and in the form of additional hotel/restaurant staff that will be required as a result of the new visitor accommodation on the site. Based on experience from other sites it is likely that the development will create around 66 new jobs.

6.57 Premier Inn intends to work closely with Jobcentre Plus and hopes to recruit staff to the premises from the local area around the site with a particular focus on the long-term unemployed. All staff regardless of their grade undertake a number of training programmes on appointment. Following initial training, staff are given the opportunity to undertake further specific training, including gaining nationally recognised qualifications and / or to embark on an apprenticeship.

6.58 Having regard to the information set out above, it is clear that the proposed development will deliver significant economic benefits, and this is in line with the aspirations of the Council and its partners, as set out in Core Strategy **Policies EC1 and CC1**, draft **Policy GM-Strat1** of the Greater Manchester Strategic Framework, and Greater Manchester's tourism strategy and action plan. The economic benefits are a material planning consideration to which significant weight should be given in the determination of this planning application.



perspective view from piccadilly gardens

7.0 Green and Blue Infrastrcture and Climate Change Mitigation

Green and Blue Infrastructure

7.1 The points below outline how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy 2015 (and in turn Core Strategy Policies EN9 Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the Design and Access Statement and Public Realm Design and Access Statement.

Vision 1

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City’s communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Vision 1 response

The proposed landscaping and public realm will provide an enhanced environment, which will be attractive to future users. The site is a back of pavement development, so the opportunity to create a new expansive public realm and greenspaces is prohibitive. However, the external works provide new high quality finishes (see drawing 7546-al(90)01. The existing trees opposite the site on Piccadilly are to be retained, which add greenery to a streetscape that would be otherwise devoid of vegetation. The new external landscape finishes are designed to provide a simple material palette that will improve movement and accessibility to an otherwise congested and confusing street scene.

Vision 2

Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.

Vision 2 response

The Proposed Development will involve the redevelopment of a site of circa 0.058 hectares of previously developed land. The proposals would not result in any net loss in biodiversity value within the Site. The new build element has been designed to accommodate a blue roof as part of the drainage strategy which will improve provision in this regard.

Vision 3

Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City’s growth.

Vision 3 response

The proposals will incorporate new hard landscape scheme that seeks to create an attractive and pedestrian friendly environment that is accessible to all, including guests at the hotel. Through doing this the proposals will act to help maximise the economic potential of the area around Piccadilly Gardens and the thoroughfare to the station, to capture new opportunities for sustained growth in key sectors.

Vision 4

Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.

Vision 4 response

The Proposed Development will help unify Piccadilly Gardens with the Northern Quarter, and neighbourhoods beyond, through improving the setting of the Site and the pedestrian route alongside it using new hard landscape. This will contribute to creating an attractive public realm and frontage to the building and improving access to the building entrance. It will cater for varying modes of transport for visitors to the building including the creation of an inclusive environment so that people with disabilities can access the building with ease. Overall, the Proposed Development will enhance pedestrian connectivity, access and the perception of safety, by creating a quality streetscape.

Vision 5

Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Vision 5 response

The improved streetscape and pedestrian linkages will encourage people to walk along the thoroughfare between Market Street and Piccadilly Station, as well as encouraging footfall through to the Northern Quarter, linking with greening in this neighbourhood through maintaining the mature trees fronting the building on Piccadilly. It will also complement the other work and enhancements to Piccadilly Gardens, for which planning permission has recently been submitted.

Summary of Climate Change Mitigation and Biodiversity

7.2 Ecosystems play an important role in regulating climate. They currently absorb roughly half of man-made carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. They are therefore a crucial part of the effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

7.3 The Proposed Development will incorporate the following measures in contribution to mitigation of impacts associated with Climate Change:

- The proposal has been targeted to go beyond the requirements of the current Core Strategy where possible in view of the drive towards Net Zero Carbon by 2038. Policy EN4 requires that all development must follow the principle of the Energy Hierarchy, being designed to: reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and cooling; and to meet residual energy requirements through the use of low or zero carbon energy generating techniques.

- The development will be designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN 4.

- Policy EN6 requires that all developments over 1,000 sq. m either connect to a CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010. Between Part L (2010) and Part L (2013) of the Building Regulation, the target emission rates were improved for nondomestic developments by 9%. Therefore, Proposed Development is required to exceed Part L (2013) by 6% in order to comply with Policy EN6.

- The Energy and Renewables Strategy submitted with this application indicates that the new build element will be specified to achieve a significant emission rate reduction over the Part L 2013 baseline. This improves upon the requirements of adopted Core Strategy Policy EN6 (Target Area 2) through enhanced fabric plus efficient servicing and renewable energy generation.

- The proposed new build energy strategy will incorporate an enhanced ‘fabric led’ material specification, an element of renewable energy generation plus high-quality design and construction standards to improve the energy efficiency of the building.

- Part of the existing building will be retained and refurbished representing an excellent use of resources. The proposed energy strategy for this building element will include a significant improvement over the original baseline specification allied with efficient mechanical and electric servicing including variable refrigerant flow heat pumps. This uplift in specification has demonstrated a reduction in building emission rate compared to the baseline specification.

- The building has been designed to be thermally tight, with low energy systems throughout, such as LED lighting and high efficiency heat recovery, enabling the building to achieve the “Innovative” standard. This represents an improvement on typical hotels, but will be verified during detailed modelling at the next design stage.

- The initial embodied carbon saving, from re-use of the former town house at 47 Piccadilly, increases the impact of the operational carbon over the longer periods.
- A review of the material selection for the Proposed Development has been considered for embodied carbon. Materials will be selected which have a low environmental impact throughout their life cycle for the main building elements, through conducting a through conducting a life cycle assessment and integrating its outcomes in the design decision-making process. An IMPACT compliant Life Cycle Analysis (LCA) tool will be utilised and an assessment carried out to measure the environmental impact of the building. The design team will use this tool to measure and aim to reduce its environmental impact.
- Commitment to BREEAM Very Good for both the new build and refurbishment of the former town house at 47 Piccadilly clearly set out within the BREEAM Pre-Assessment and energy strategy (Core Strategy Policy DM1 Development Management). The BREEAM Pre-Assessments shows that the building is expected to perform as follows:
 - BREEAM 2018 Residential Institution (Short term stay) - Indicative building BREEAM score = 58.7% (minimum required = 55% for BREEAM Very Good).
 - Reducing the environmental and social impact of the material used through BREEAM material, including using the Green Guide to Specification to compare the life cycle impacts of different façade options and undertaking material efficiency appraisal to explore opportunities to design out waste through the life of building (Core Strategy Policy DM1 Development Management).
 - The development site is located within a low flood risk zone as confirmed by the Environment Agency flood risk maps. There is a commitment from the Applicant to ensuring that the surface water runoff will be managed resulting in the peak rate and volume of surface water run-off will be no greater post-development than pre-development. To ensure that the surface water run-off is managed as close to its source and follow the principles of the drainage hierarchy SUDs and/or on-site attenuation will be utilised. This in turn will protect the watercourses and limit other environmental damage within the watershed.
 - The Proposed Development will aim to reduce the overall consumption of water within the building, in order to limit the resource requirements and ensure that any future impact of water scarcity is limited by the features within the scheme. The Proposed Development will be water efficient, incorporating measures to reduce portable water consumption through efficient features and careful management strategies.
 - The Proposed Development will aim to reduce the amount of waste sent to landfill during construction and throughout the lifetime of buildings by effective

management and with regard to the waste management hierarchy. The Proposed Development will aim to minimise the effect of material selection on the environment and on building users. It will aim to source timber from sustainable sources accredited by the FSC and materials specified highly from the Green Guide to Specification.

- Waste that can be reused will be processed through an approved waste management contractor and reused and recycled where possible. A Resource Management Plan will be developed early on in the project development in order to identify the most appropriate way to reduce waste and encourage recycling through construction.
- To encourage or move towards closed loop waste management, suitable waste storage and facilities will be provided. This will allow for segregation of recyclable and non-recyclable general waste. The selection of materials will also consider end of life and recyclability. Materials that can be salvaged at the end of life will be incorporated wherever possible to reduce the instances of waste produced in the future. Through construction, the contractor will be encouraged to minimise waste produced and maximise waste reuse or recycling.
- Off-site modular construction will be considered where possible, which would allow less waste to be produced on-site as the construction method takes on a form of an assembly of components. Features may include bathroom pods, staircore components or upper floor elements although further opportunities will be sought through design and construction.
- In order to safeguard the health and wellbeing of workers and visitors, the occupants will have access to good levels of daylight, internal environmental controls and amenities. The provision of glare control, good levels of daylight, best practice lighting levels, good levels of thermal comfort, ventilation and internal acoustic performance will be a requirement of the hotel and will be ensured through the developing design.

8.0 Summary and conclusions

8.1 In line with the NPPF and Manchester's Development Plan, the proposal will provide a sustainable form of development providing retail unit to ground floor and basement, new hotel accommodation, first floor restaurant / bar, on a vacant, central site within Manchester City Centre. As explained in **Section 5**, the principle of development is considered to be firmly acceptable, and accords well with the Council's aspiration to grow the local tourism sector and also to direct new tourist and leisure developments towards the City Centre, as the first priority for development. Certainly, the site benefits from outstanding accessibility, being located adjacent to the city's multi-modal public transport hub at Piccadilly Gardens.

8.2 Significant weight should also be attached to the economic benefits of the development proposals and in particular, the jobs created by the proposed hotel and restaurant / bar, as well as the additional tourist spend that could be generated by an additional City Centre hotel (which is to the sum of £1.4 million every year).

8.3 The proposal will also deliver important regeneration benefits by bringing a vacant / underused site back into productive commercial use, and the proposal will make very efficient use of this central brownfield land. Moreover, the scheme will improve the environment of the site, removing a derelict plot and replacing it with a high-quality mixed-use scheme that is befitting of its central location, and will contribute towards the regeneration of the area surrounding Piccadilly Gardens.

8.4 It is recognised that the site is sensitive, from both an environmental and heritage perspective, since the plot contains a Grade II listed building, is surrounded by other listed properties and also lies within the Stephenson Square Conservation Area. Full account has been taken of these factors and important assets in the design and evolution of the application scheme. Consequently, the proposal ensures that no.47 Piccadilly and the rear facade of the attached warehouse to its rear, are both conserved and enhanced as part of the development scheme.

8.5 The proposal has been designed to preserve the historic assets of the site, whilst offering a complementary modern building that meets the expectations of occupiers and visitors to the City, and is befitting of the site's prominent corner plot. Manchester City Centre provides many examples of new and old architectural styles fused together, and the proposed development will provide a high-quality addition to the Piccadilly area. By bringing no.47 Piccadilly back into full productive use the application scheme will also ensure that this asset is conserved for future generations to enjoy.

8.6 The application submission also considers in detail the various impacts that the scheme may have with regards to other matters such as highways safety and traffic flow, noise, flooding, ecology, loss of daylight/sunlight, archaeology, and crime. In summary, the submitted technical reports demonstrate that there are no such issues for concern and no reasons why the proposed development should not progress on the site.

8.7 Our overall conclusion therefore is that the application complies with relevant planning policy. As such, in accordance with Paragraph 11 of the NPPF, planning permission should thus be granted without delay.



perspective view from lever street looking towards piccadilly