



Planning Statement

Joyce, 17-21 Chorlton Street, Manchester

June 2025

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1. Introduction

This section introduces the proposals and summarises the structure of this Planning Statement.

- 1.1. This Planning Statement (the ‘Statement’) accompanies an application to Manchester City Council (MCC) for the change of use and extension of Boulton House within Manchester City Centre into ‘Joyce by the James’, a serviced apartment development which will offer short-term accommodation as an alternative to hotels for visitors to the city, and the associated Listed Building Consent for works to the adjacent Listed Building at 8 Minshull Street.
- 1.2. The Applicant is The James (M1 Living) Limited (the ‘Applicant’).
- 1.3. The description of the Proposed Development on the application for the Change of Use and Full Planning Permission is set out below:

“Refurbishment and reuse of Boulton House (including new build extension comprising ground plus 6 storeys to Bloom Street and 1 storey to Major Street) to provide 261 serviced apartments and associated amenity space (Use Class C1 (Aparthotel)) plus flexible ground floor commercial uses ((Use Class E and / or Sui Generis (p) and (q))) along with associated landscaping and public realm works, external plant, and amended servicing and access arrangements (including new secure cycle parking).”
- 1.4. The description of development as applied for by the Listed Building Consent is as follows:

“Listed Building Consent for interface works to 8 Minshull Street to facilitate the redevelopment and reuse of Boulton House (including new build extensions comprising ground plus 6 storeys to Bloom Street and 1 storey to Major Street).”
- 1.5. The term Proposed Development used within this Statement refers to all stages of construction and operation of the development.
- 1.6. This Statement considers the Proposed Development in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) and relevant guidance.

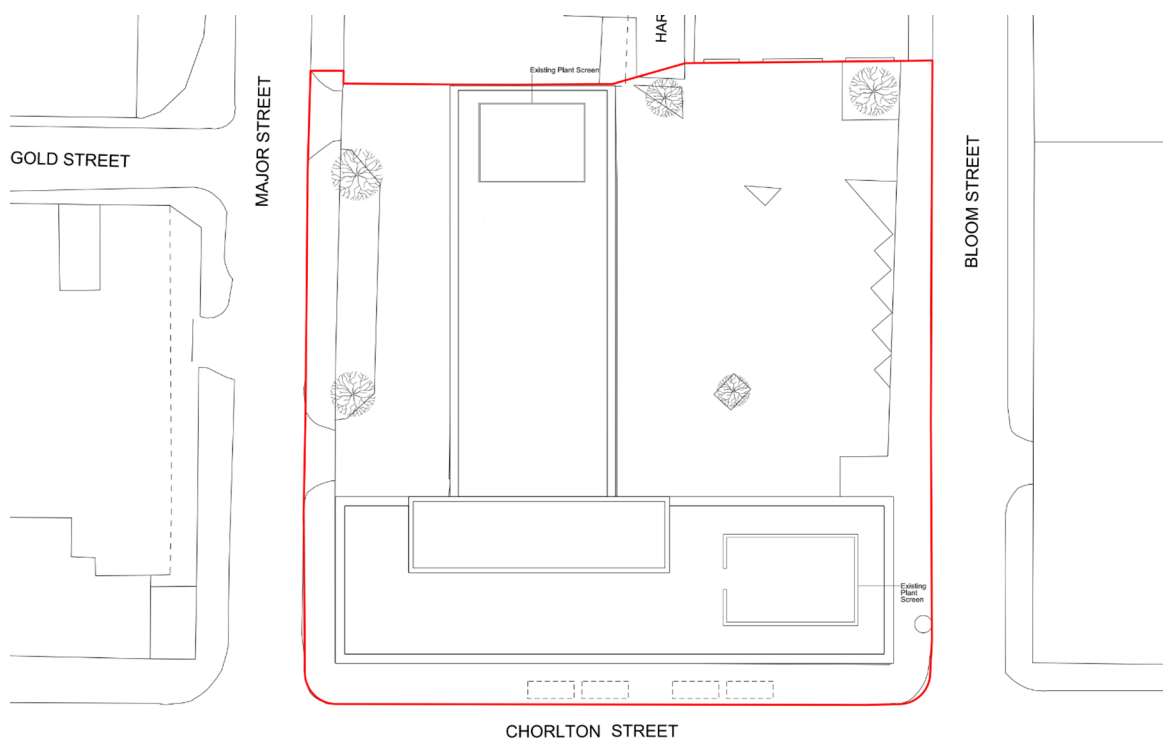
The Applicant

- 1.7. The Applicant is The James (M1 Living) Limited.
- 1.8. The James, a family-run, UK based developer and operator, are focused on being high-quality accommodation providers. They focus on re-using and repurposing existing buildings, instead of constructing new ones and their approach is rooted in sensitive refurbishment, creative reuse, and local connection, avoiding demolition in favour of a sustainable, welcoming future.
- 1.9. To date, they have successfully developed and now operate sites in Liverpool, Sheffield, and Birmingham, as well as an existing site in Manchester on Dantzic Street, which operates under The James brand (their longer let / residential offering).
- 1.10. The James acquired Boulton House in July 2024 and are now progressing plans to refurbish and repurpose the Site, giving the existing building a new lease of life as Joyce by The James, providing high-quality short-stay suites designed for today’s visitors, professionals, and city explorers.

The Site

- 1.11. The 0.296 ha Site comprises Boulton House at 17-21 Chorlton Street, a nine-storey office building. It includes associated surface car parking to the east with several small-scale trees and shrubs as shown in Figure 1.1 below.

Figure 1.1 – Site Location Plan



- 1.12. The Site is located to the north-east of Chorlton Street, between Major Street and Bloom Street, on the edge of Manchester’s Gay Village. The Site is within a highly accessible location in Manchester City Centre and is well-served by public transport, located directly opposite Manchester Central Coach Station and within a short walk from Manchester Piccadilly and Oxford Road train stations.
- 1.13. The Site is located outside of, but immediately adjacent to, the Portland Street Strategic Regeneration Framework (SRF) area to the west of Chorlton Street (comprised of land bounded by Portland Street, Bloom Street, Abingdon Street and Chorlton Street). The SRF vision is for “a new coordinated, office led mixed use district”, characterised by high quality new buildings and extensions, high density development and a mix of employment generating and residential uses which complement the surrounding area. The SRF was endorsed by the MCC Executive in October 2018.
- 1.14. The Site is not located within a conservation area, but the boundary of the Whitworth Street and Princess Street Conservation Area lies immediately to the south and George Street Conservation Area is located circa 100m to the northwest along Portland Street. There are also several listed buildings near to the Site, including the Grade II Listed 8, Minshull Street, which forms the northern boundary to the Site.
- 1.15. The current office building is projected to be fully vacant by the end of 2025, following the expiry of all leases. The termination of office use on the Site will not result in job losses, with all existing tenants relocating within the city

The Proposed Development

- 1.16. In line with The James’ approach of sensitive refurbishment and creative reuse of buildings, the Proposed Development will retain and refurbish the existing Boulton House, including two new build extensions on the existing car parks comprising ground plus 6 storeys to Bloom Street and 1 storey to Major Street.

- 1.17. Operating under their specially curated short-stay brand – Joyce by The James - the scheme will be Manchester’s newest serviced apartment (suites) offering for short-stay visitors to the city. Joyce will contribute to the Council’s ambition of being the most visited city region outside of London and a top 20 European destination by 2030. The Site is in a prime location, at a key gateway to Manchester’s Gay Village, opposite Manchester’s Chorlton Street Coach Station and within walking distance of Piccadilly Station and the Metrolink.
- 1.18. The distinctive new offering will combine the comfort of home with the convenience of high-end hospitality. The plans offer outstanding amenity spaces for guests, including a social lounge, outdoor terrace, business lounge, gym and games room for a premium guest experience.
- 1.19. The refurbishment and extension of Boulton House to create Joyce will comprise:
- 261 luxury short-term serviced suites with nightly, weekly or extended shorter term stays with flexible booking options, under a license, without the restrictions of long-term tenancy agreements;
 - A professionally well-managed building with a 24-hour, on-site management team;
 - Flexible ground floor commercial space to activate the street and support local businesses;
 - Step-free access to ensure inclusivity for all users; and
 - Zero-parking strategy to promote sustainable travel.
- 1.20. The redevelopment will also result in a minor intervention being needed to the adjacent Grade II Listed Building at 8 Minshull Street to introduce a flashing detail at the junction between the two buildings, required to keep water from entering the cavity created by the new development.

Pre-Application Stakeholder Engagement

- 1.21. A Statement of Consultation has been prepared by Font Communications in support of the application. The document explains the programme of pre-application consultation that has been implemented to provide all key stakeholders with an understanding of the emerging scheme, in addition to the development and design rationale that underpins the proposals.
- 1.22. Given the sensitive location of the Site, in order to engage effectively and appropriately, Font Communications undertook a comprehensive mapping exercise to identify the key relevant stakeholders. The stakeholders identified included the local ward councillors, a range of local community and interest groups (including the Friends of Manchester’s Gay Village, Village Action Forum, Village Licensed Business Association, Friends of Sackville Gardens and Manchester Pride) and local residents and businesses around the Site.
- 1.23. The Applicant launched a public consultation exercise on 28 April 2025, when a project website went live to provide information about the scheme and opportunity to provide feedback online. A newsletter was delivered to around 1,200 addresses locally and a copy was also issued to occupiers, stakeholders, and local businesses. The online consultation was supplemented by a drop in event on site on 8 May 2025 (attended by 25 people including representatives from the LGBT Foundation a community group based in the Gay Village, tenants of Boulton House and neighbouring business representatives) and an online Q&A session on 13 May 2025 (attended by 2 people). The consultation period closed on 16 May 2025. The Statement of Consultation includes a full description of the pre-application stakeholder engagement process undertaken, including the Applicant’s responses to the key issues raised.
- 1.24. Pre-application engagement has also taken place with MCC Planning and Highways and Greater Manchester Police. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

Structure of the Planning Statement

- 1.25. The remainder of this Statement is structured as follows:
 - Section 2 – provides the strategic context for the Proposed Development;
 - Section 3 – describes the context of the Site;
 - Section 4 – outlines the full details of the Proposed Development;
 - Section 5 – provides a broader planning assessment of the Site-specific planning issues;
 - Section 7 – sets out the Public Benefits associated with the Scheme; and,
 - Section 9 – concludes by summarising the case for the grant of Planning Permission.
- 1.26. The documents submitted in support of the Application are set out in Appendix A of this Statement.
- 1.27. Appendix B contains the Blue and Green Infrastructure Statement.

2. Strategic Context

This section explains how the proposed development fits into Manchester's strategic plans, with reference to the strategic documents set out below. It shows how the Boulton House site's central location, excellent transport links, and need for redevelopment make it ideal for serviced apartment suites.

Our Manchester Strategy 2025 – 2035 (2025)

- 2.1. 'Our Manchester Strategy 2025 – 2035 (2025)' published in March 2025 highlights five persistent challenges for the city, including concerns regarding inequality, housing, climate change, quality of life and clean, green, and safe neighbourhoods.
- 2.2. To address these challenges, the document is structured around three principal priorities:
 - 'Our People' pertains to Manchester residents and ensuring they experience fulfilling lives.
 - 'Our Neighbourhoods' focuses on ensuring the city fosters civic pride by providing "good quality, attractive and affordable homes, and green spaces."
 - 'Our City' aims to secure the city's future development by promoting: "a growing economy, adaptation to climate change and reduced carbon emissions, and reliable transportation options for residents and visitors."
- 2.3. With respect to the visitor economy, the strategy underscores Manchester's global recognition for its "rich cultural scene, vibrant sports heritage, and innovative arts". Priority 10: ('Have world-renowned things for everyone to see and do, showcasing our passion for sport and culture') advocates for the promotion of community arts; embracing Manchester's distinctive history of music art, literature and industry; attracting world-class sporting and cultural events; and supporting prominent venues such as Aviva Studios, HOME and Bridgewater Hall, to deliver diverse, accessible and engaging programmes for all.

Investing in Success – an Economic Strategy for Manchester (2023)

- 2.4. Manchester's Economic Strategy seek to make the City's economy function as a net-contributor to UK GDP and provide the best possible opportunities for its residents. To achieve this, the Strategy aims to create an economy that:
 - Is thriving and performing as well as the best international comparators.
 - Creates great opportunities and increases social mobility for residents.
 - Attracts the best of global business and talent.
 - Is resilient to future shocks and a changing climate and capitalises on the opportunities created by the transition to zero-carbon.
- 2.5. With respect to the visitor economy, the Strategy says:

"Manchester's reputation as a welcoming city has made it a destination of choice for international talent, investors and visitors, contributing to its dynamic and ever evolving character and leading to stronger economic growth and higher productivity. We are an outward-looking city engaging with the world in a way that shapes our approach to economic development, cultural expression, and global partnerships. We are committed to fostering international collaborations, to learning from our global peers, and to using our connections, brand and reputation to attract further investment into the city."

Manchester Climate Change Framework 2020-25

- 2.6. The framework sets the vision that by 2025 Manchester will be playing its full part in limiting the impacts of climate change, with everyone who lives, works and studies here benefiting from the health, wellbeing and economic benefits that will come as a result.
- 2.7. The framework sets four core objectives to achieve this: staying within its carbon budgets; climate adaption and resilience; health and wellbeing; and inclusive, zero carbon and climate resilient economy.
- 2.8. One of the headline areas for urgent action is around retrofitting existing buildings to get them “as close to zero carbon as possible by significantly increasing their energy efficiency and generating renewable energy on-site.”

Manchester City Centre Transport Strategy 2040 (2021)

- 2.9. The strategy supports the city’s ambition to grow and become carbon neutral by 2038, whilst ensuring that it is well-connected to the wider area that it serves. The central aim of the Strategy – for 90% of all morning peak trips to the city centre to be made by sustainable travel before 2040 – is critical to the successful and sustainable growth of the city.
- 2.10. The vision for the revised City Centre Transport Strategy remains for “a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit”.
- 2.11. The seven ambitions are set below which will help achieve the vision above:
 - Walking is the main way of getting around the city centre;
 - The city centre is cleaner, greener and less congested;
 - More people choose to cycle to destinations within the city centre;
 - The city centre benefits from better public transport connections;
 - Parking in the city centre is smarter and integrated with other modes;
 - Goods are moved and delivered sustainably and efficiently into and within the city centre; and
 - Innovation is embraced where it benefits the city centre and its users.

Biodiversity Strategy and Action Plan 2022-30 – the City of Manchester’s Nature Recovery

- 2.12. The strategy seeks to champion the role that nature plays in addressing many of the challenges which wildlife and our residents face, including climate change, poor health and wellbeing, pandemics and air quality. The Plan seeks to protect and recover habitats throughout the city, increase the understanding, connection and love for nature, and encourage everyone to recognise their role in Manchester’s nature recovery.

Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25

- 2.13. Recognises that parks, river valleys, gardens, street trees, green roofs and canals are an essential part of creating a successful, liveable city. The 2025 vision is that high quality, well-maintained green and blue spaces will be an integral part of all neighbourhoods, with access for communities and workers, and stimulating business investment.

Manchester’s Gay Village Action Plan (2024)

- 2.14. Manchester’s Gay Village is a distinct neighbourhood and a “vibrant and distinctive city centre neighbourhood with a rich and unique heritage and celebrated cultural identity. It has long evolved

to be the focal point for much of LGBTQ+ culture in Manchester. It is a vibrant leisure and nighttime economy destination and is visited by people from across Greater Manchester and the wider Northwest region, as well as from the rest of the UK and internationally.”

2.15. Considering the detailed evidence base and the Framework of Local Need, a series of Key Actions have been developed, which are intended to address the most pressing priorities and challenges for Manchester’s Gay Village, and which are structured under three main themes:

- Management
- Diversification
- Activation

2.16. The Key Actions span a broad range of activity, ranging from short term activity to address longstanding neighbourhood management problems, to longer term ambitions to secure a community hub for the Gay Village.

2.17. A summary of these Key Actions is presented in the infographic below:

Overview of Key Actions

Management	Diversification	Activation
Neighbourhood Management Plan	Community Anchor Building	Visual identity / brand
Tree and Lighting Improvement Works	Curated Programme of Events	Social history and heritage trail
Pedestrianisation Improvement Measures		Street Art and Murals
Feeling Safe, Policing, and Stewardship		
Planning & Licencing Influence and Engagement		

Greater Manchester Night Time Economy Strategy 2022-2024 (2022)

2.18. The Greater Manchester Night time Economy Strategy 2022-2024 (2022) emphasises on long-term prospect of Manchester’s night time economy and its continued development, across seven priority areas:

- Safety – for residents, for visitors, and for workers who deserve a safe and secure environment;
- Diversity – ensuring the night time economy is diverse, reflective of, and accessible to all communities;
- Workers – moving towards improved pay, conditions, mental health and wellbeing, and career pathways;

- Transport – working with Transport for Greater Manchester and private partners to ensure safe access;
- National and International Partnerships – supporting collaboration with UK and international partners;
- Regeneration – supporting the night time economy as a vehicle to revitalise high streets and town centres; and,
- Business and Sector Support – delivering night time economy surgeries and building dedicated support networks across the city-region.

2.19. Although the Greater Manchester Night Time Economy Strategy 2022-2024 (2022) only covers period until 2024, the Strategy provides useful priority areas of focus in relation to the night time economy and holds proportionate weight in terms of the Site's strategic context.

2.20. The following sections of this report will demonstrate how this project aligns with Manchester's strategic priorities and meets all relevant planning requirements, generating significant public benefits.

3. Site Description and Context

This Section describes the Site, its context in relation to the surrounding area and its suitability for the Proposed Development.

Site Description

- 3.1. The Site comprises the existing Boulton House building on Chorlton Street within Manchester City Centre. It extends to circa 0.296 hectares and is bounded by Chorlton Street to the west, Major Street to the north, Minshull Street to the east and Bloom Street to the south.
- 3.2. Currently, Boulton House comprises an existing office building constructed in 1973 which rises to nine storeys, with associated surface car parking to both the east and west. The building housed multiple commercial tenants but is reaching the end of its current lifecycle and is no longer fit for purpose for office use (see Section 4 of this Statement).
- 3.3. The building will be fully vacant by the end of 2025, once the remaining leases expire.

Surrounding Area

- 3.4. The Site is strategically positioned in Manchester City Centre, within the Piccadilly ward. The Site sits at the gateway to Manchester's Gay Village, the heart of the city's LGBTQ+ community. The Site is also located outside of, but adjacent to, the Portland Street SRF area to the west of Chorlton Street, which is earmarked for future redevelopment comprising the highest quality design and use of materials, and a mix of uses including offices, hotels, residential, car parking, retail and community.
- 3.5. The Site is within a highly accessible location in Manchester City Centre and is well-served by public transport, located directly opposite Manchester Central Coach Station and within a short walk from Manchester Piccadilly and Oxford Road train stations.
- 3.6. Located in the City Centre, the Site sits amongst a broad range of uses:
 - **Visitor and Leisure Economy** – The Site's central location means the key attractions of the City's visitor and leisure economy are within easy reach. Notably, the Site is near both Canal Street (Gay Village) and Chinatown, the centre of two of Manchester's established communities which are known for their lively and vibrant contribution to Manchester's nightlife and tourism economy. Just 250m away, along Canal Street (Gay Village), an LGBTQ Heritage Trail Rainbow Plaque, can be found (The New Union). The plaque is one of 18 plaques across the trail, which was inaugurated by MCC in 2005 and currently proves to be one of Manchester's most popular official guided walks.
 - **Food and Beverage** – The Site benefits from proximity to a range of established food and beverage uses. As noted above, it lies on the edge of the Gay Village with its extensive food and drink offer. Other restaurant options in the immediate vicinity around Portland Street include Rudy's Pizza Napoletana, Home Chinese Manchester and Arnero Indian Restaurant, catering to a variety of tastes. Complementing these are several bars, including Slug and Lettuce, Bar Rogue, and Bar Pop, and the more traditional pub offering of Yates.
 - **Commercial and Retail** – Market Street, a pivotal contributor to Manchester's retail landscape, is within easy walking distance of the Site. This thoroughfare offers a diverse range of prominent high street retailers, including Superdrug, Primark, and H&M. Furthermore, Market Street is home to the Arndale Centre, a large, glass-encased shopping mall encompassing a

comprehensive selection of high street fashion, electronics, homeware, and a dedicated food court.

- **Office and education** – The Site's immediate surroundings comprise a diverse mix of office and educational buildings, including Neo, Manchester One, Arthur House (which houses the International House Manchester Football Academy), Barlow House, Westminster House, and Kaplan International Languages.
- **Residential** – Boulton House is situated within a mixed-use area, with several residential developments in the immediate vicinity. These include Cove, The Grand, Live Oasis Piccadilly (student accommodation), Manhattan Manchester and Kampus.
- **Transport** – the Site is directly opposite Manchester Central Coach Station and within a short walk from Manchester Piccadilly and Oxford Road train stations offering convenient and sustainable travel to and from both regional and national destinations. Additionally, the Site is bordered to the north east by a SIP Car Park, Kaire Car Parking to the southeast and to the west an NCP Car Park, all of which are accessible to the public.

Site Specific Environmental Designations

3.7. Under the provisions of the MCC Proposals Map (2012), the Site is allocated to be within:

- Manchester City Centre; and
- The Regional Centre

Air Quality

3.8. The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives.

Ecology and Biodiversity

- 3.9. The Site is not located within a statutory or non-statutory nature conservation site and no record of protected species have been found at the Site. The Site is located approximately 105m northwest of the Rochdale Canal, which is classified by Greater Manchester's Ecological Unit as being a Site of Biological Interest (SBI).
- 3.10. There are five young birch trees on the Site which were planted to add amenity value to the car parks. None of these are covered by Tree Preservation Orders.

Flood Risk and Drainage

- 3.11. The Site is located in Flood Zone 1 and therefore has a low probability of flooding. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).
- 3.12. The nearest watercourse to the Site is the Rochdale Canal, located 105m southeast of the Site boundary.

Archaeology

- 3.13. The Site is understood to have low potential for early medieval or medieval remains. Historic mapping suggests the Site was developed by the end of the 18th century for terraced housing either side of Hart Street which once extended through the Site, as well as commercial warehousing by the mid-19th century and there is potential for remains under the current building, which was constructed in the 1970s.

Heritage

- 3.14. The Site is not within a Conservation Area. Given its city centre location, it is within close proximity to a number of Conservation Areas. The closest is the Whitworth Street and Princess Street Conservation Area which lies to the immediate south of the Site (diagonally across Chorlton Street) and the boundary of the George Street Conservation Area is located circa 100m to the northwest along Portland Street.
- 3.15. The supporting Heritage Statement by Brindle and Green identifies that there are over 100 listed buildings within 0.5 km of the Site (see Appendix 3 of the Heritage Statement for the full list).
- 3.16. The Site is immediately adjacent to the Grade II listed building at 8 Minshull Street, which forms part of a larger group listing encompassing 10 Minshull Street, 11 Bloom Street, and the City Police Courts. Originally a shipping warehouse, 8 Minshull Street exemplifies the area's commercial and industrial heritage. The building's distinctive "Palazzo style," referencing grand Italian Renaissance palaces, is a vital element of its architectural significance.
- 3.17. 8 Minshull Street's listed building status reflects both its inherent architectural and historical value and its contribution to the historic context of the Site¹. This building has been converted into offices but is understood to be currently unoccupied. The setting of this building has been previously altered throughout the decades with the introduction of large modern buildings in a variety of styles, including the existing Boulton House which is not considered to contribute to the current setting of this asset.
- 3.18. The party wall of 8 Minshull Street is included within the Application Site Boundary, to allow for the installation of a flashing detail between the Listed Building and new build element of the Proposed Development to prevent water from entering the cavity created between the two buildings.

Connectivity and Accessibility

- 3.19. The Site is in a sustainable and highly accessible location within Manchester City Centre. Manchester has a compact and walkable City Centre, and the Site therefore has excellent access to the services and facilities it has to offer.
- 3.20. It is located close to public transport hubs including Manchester Central Coach Station, Piccadilly Gardens (Bus and Metrolink) and Manchester Piccadilly Station (Train and Metrolink). It is also within easy access of the City's Inner-City Ring Road which connects with key arterial routes leading to the strategic motorway network.
- 3.21. A summary of the connectivity to the existing site by each mode of transport is set out below.

Active Transport

Walking Network

- 3.22. The Manchester City Centre Transport Strategy to 2040 suggests that the City Centre should be "safe and easy to walk around with clear, well-signed routes. Pavements and public spaces will be high quality, well-maintained, green and accessible – catering for everyone, no matter what their age or mobility."
- 3.23. The Site is well connected to key destinations by a comprehensive network of pedestrian routes, given its location within Manchester City Centre. The key leisure, cultural, business and retail facilities that Manchester City Centre has to offer are all within walking distance to the Site.

¹ Historic England (2025) '8, Minshull Street, 42, Bloom Street' [Last Accessed 06 June 2025].

Cycling Network

- 3.24. The Site is located in proximity to several major cycleways running through the City Centre and the wider Bee Network Cycle Hire scheme, including docking stations within 100m on Bloom Street. The whole of the City Centre can be reached in a 5-minute cycle journey and much of the surrounding conurbation can be reached within a 25-minute cycling trip
- 3.25. The Site is therefore accessible by cycle, which provides a realistic alternative to travel by car.

Bus Network

- 3.26. The Site is located directly opposite Manchester Central Coach Station. Other significant bus services are available within a short walk of the Site. The Chorlton Street bus stop (Stop EV) is located along the Chorlton Street elevation, and services the 191 and the 197 to Stockport and Hazel Grove (southeast of Greater Manchester). A 2-minute walk east, provides access to over 30 routes connecting to destinations throughout the city.
- 3.27. Manchester's free bus service links all the main destinations across the City Centre and provides convenient access to landmarks across the City. Free Bus buses are available which can be accessed by disabled users and run on a 10-minute daytime frequency. It provides quick and convenient public transport connections between the Site and all mainline railway stations, car parks and retail centres with routes located along Portland and Chorlton Street.

Metrolink

- 3.28. The Metrolink is easily accessible from the Proposed Development with Piccadilly Gardens stop located 7 minutes' walk to the north of the Site. The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts, including:
- Bury (via Manchester Victoria);
 - Oldham & Rochdale (via Manchester Victoria);
 - Ashton-Under-Lyne (via Manchester Piccadilly);
 - East Didsbury;
 - Manchester Airport (with a change at Cornbrook);
 - Altrincham;
 - The Trafford Centre; and
 - Eccles and Media City.
- 3.29. The Metrolink therefore offers excellent public transport connectivity for visitors to the Proposed Development.

Rail

- 3.30. The Site is conveniently within a short walk from Manchester Piccadilly (7-minutes) and Oxford Road (10-minutes) train stations offering convenient and sustainable travel to and from both regional and national destinations.

Vehicular Access

- 3.31. The Site is well placed for access to the City's major arterial routes and to the wider motorway network.
- 3.32. A taxi rank is located to the eastern side of Chorlton Street and there are existing on street parking bays along Major Street and Bloom Street (although these are currently suspended due to construction works).

- 3.33. The Site is surrounded by parking spaces, with an SIP Car Park to the east, Kaire Car Parking to the southeast and to the west an NCP Car Park, all of which are accessible to the public.

Planning History

- 3.34. A planning history search for the Site has been undertaken using the LPA's planning application search system. This has established that the Site's most recent planning history comprises small scale alterations or changes of use to the existing building.
- 3.35. Table 3.1 sets out previous planning applications of relevance.

Table 3.1 Planning History on the Site

PP Reference	Address	Description of Development	Decision
136790/FO/2023	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Change of use of Floor 2 and one additional upper floor from Offices (Use Class E(c)) to an educational facility (Use Class F1(a)) and Offices (Use Class E(c)) for a temporary period of 4 years.'	Approved 03/10/2023
132757/FO/2022	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Partial infill of existing ground floor undercroft to northeast elevation of Boulton House to provide internal cycle storage and shower/changing facilities'	Approved 17/03/2022
121810/FO/2018	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Change of use to a flexible use of a Non-residential institution (Use Class D1) or Office (Use Class B1(a)) pursuant to Schedule 2 Part 3 Class V of the Town and Country Planning (General Permitted Development) (England) Order (2015) as amended, with no more than 1 floor occupied as Non-residential institution (Use Class D1) at any time.'	Approved 11/03/2019
114424/FO/2016	Boulton House 17-21 Chorlton Street Manchester M1 3HY	'Elevational alterations including the replacement of new entrance cladding, with new fixed glazed panel to Major Street.'	Approved 07/12/2016
107905/FU/2015/C2	Boulton House 17 Chorlton Street Manchester M1 3HY	'A change of use of premises on the ground floor from B1 to D1 for primary use as a language school.'	Approved 09/04/2015
105474/JO/2014/C2	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Application to vary conditions 2 (Specified Drawings) and 3 (Disabled Access) imposed upon planning approval reference 104456/FO/2013/C2 under section 73 of the Town and Country Planning Act 1990 to allow the entrance to be a stepped entrance rather than a ramped entrance.'	Decision unknown.
104456/FO/2013/C2	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Creation of an additional ground floor entrance on the Chorlton Street elevation of the building'.	Approved 26/03/2014
059670/FO/CITY2/00	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Elevational alterations including relocation and redesign of main entrance and canopy'.	Approved 30/08/2000

PP Reference	Address	Description of Development	Decision
058242/FO/CITY2/99	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Provision of 22 additional car parking spaces associated landscaping works and erection of a roller shutter.'	Approved 03/08/2000
052081/FO/CITY2/97	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Provision of 6 additional car parking spaces'	Approved 03/11/1997
027281	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Notice of Intended Crown Development Change of use of ground floor front wing from showroom to offices.'	Approved 20/08/1986
019615	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Use of forecourt of office building as a landscaped car park'.	Approved 27/07/1983
F17993	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Continuance of use of area designated for pedestrian walkway, as offices (previously approved to 31.12.82 under ref: F13968)'.	Approved 22/07/1982
F14810	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Change of use of Janitors flat into Architects Office.'	Decision unknown.
F13968	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Use of proposed pedestrian route as offices'	Approved 13/08/1980
F04764	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Retention of alterations and continuance of use of proposed pedestrian route as offices (previously approved to 31.12.76 on 1.3.72).'	Approved 30/07/1976
F03749	Boulton House 17 - 21 Chorlton Street Manchester M1 3HY	'Use of caretakers flat on 8th floor of office building as offices.'	Approved 03/03/1976

4. Proposed Development

This section summarises the key elements of the Proposed Development and should be read in conjunction with the submitted application drawings and Design and Access Statement.

The Need for Redevelopment of Boulton House

- 4.1. The building currently accommodates 8,706 sqm of office floorspace (GIA) within a 1970's purpose-built office building (Use Class E(g) (with one floor designated as D1 (non-residential) to accommodate the language school).
- 4.2. Key workspace trends have been evolving, changing the way that occupiers see and use office buildings. Office buildings are no longer just a place to come and work but are engrained in the fabric of a business and its culture. ESG characteristics, with a focus on environmental performance and workspace amenity, have become some of the key features that occupiers consider when reviewing offices.
- 4.3. The existing building due to its age and nature fails to meet the standards of modern office buildings due to the following constraints:
 - Restricted Floor to Ceiling Heights – restricting the ability to provide both air conditioning and raised floors (both key features of modern workspaces).
 - Poor quality existing glazing and associated fittings – poor acoustic and inefficient energy and thermal credentials limiting the environmental performance of the existing building.
 - Building footprint and floorspace configuration – the building footprint fails to maximise the footprint of the Site and the configuration over two wings limits the potential target market / any subdivision would need additional corridors installed reducing the net lettable area.
 - Environmental Performance - the construction methods of Boulton House, and age of the mechanical and electrical installation significantly impact its ability to meet modern environmental standards.
 - Building Amenity – the building would struggle to meet the amenity requirements of modern tenants without sacrificing a significant area of net lettable area.
- 4.4. Therefore, Boulton House in its current form, the 1970 structure and floorplate configuration does not allow for the building to meet either modern office building standards or occupier occupational requirements.
- 4.5. Without significant changes, the building would likely remain empty for the long term and risks falling into disrepair. It would also become obsolete when new Minimum Energy Efficiency Standards come into force in 2030, requiring an EPC rating of B (the building is currently rated C). Even if extensively refurbished, the building is not a viable proposition for continued use as office accommodation (see Section 5 for a more detailed commentary on viability and marketing, drawing on the Economic Statement by OBI).
- 4.6. Therefore, an alternative solution needs to be found for the Site. Retaining and reworking the existing building will significantly reducing waste and embodied carbon compared to a full rebuild.
- 4.7. A range of potential alternative uses were explored within a converted and extended Boulton House, which concluded that hotel or short-stay accommodation, rather than a permanent residential offering, would be the most appropriate use for both the existing building and its location within the Gay Village / wider City Centre.

The Proposed Development Joyce by The James

- 4.8. The Proposed Development comprises the change of use, refurbishment and extension of the 1973 office building, known as Boulton House, into ‘Joyce by the James’, which will offer short-term accommodation as an alternative to hotels for visitors to the City Centre.
- 4.9. The intention is that Joyce will provide an exceptional experience for corporate travellers, leisure guests, and relocating individuals alike, combining home comforts with hotel services. In addition to luxurious self-contained suites, guests can access dedicated business, fitness, and leisure shared spaces, along with exceptional customer service.
- 4.10. The ambition is to provide a short-stay serviced suite that feels like home, designed for people visiting the city for days, weeks, or even a few months, whether working in Manchester, travelling for pleasure or something in between. Joyce will offer exclusively short-term stays, with flexible booking options. Guests will choose from:
- Nightly – For business travellers and tourists
 - Weekly – For corporate clients and extended holidays
 - Extended – An alternative to hotels for temporary relocations
- 4.11. A range of suites have been designed in a range of sizes, from studio up to 3 beds. The suites are more spacious than average hotel rooms and fully equipped for self-catering, offering guests the comfort of a truly independent stay. All guests will have access to a kitchenette, an en-suite bathroom, high-speed Internet, smart TV, coffee machine, cutlery and crockery and room consumables.
- 4.12. Alongside their self-contained suites, guests have access to a variety of state-of-the-art facilities, including business lounges, workspaces, outdoor areas, and fitness facilities (for the use of guests, but also with external membership), a roof terrace and a semi-public courtyard.
- 4.13. The serviced apartment suites will be supported by an onsite team including a 24/7 concierge, on-site maintenance, housekeeping, and overnight security. Optional housekeeping services will include regular cleaning, frequent linen changes, and replenishment of room consumables and toiletries throughout their stay.

Use and Amount

- 4.14. Joyce will comprise 261 Serviced Apartment suites (Use Class C1 (Aparthotel)), plus flexible commercial uses at ground floor.
- 4.15. The proposed floorspace and use is set out in detail at Table 4.1:

Table 4.1: Use and Quantum

Term	Amount	
Site Area	0.296 Ha	
Building Heights AOD / Storey	Retained Existing Building: Ground floor + 6/8 storeys New Build to Bloom Street: Ground floor + 6 storeys New Build to Major Street: Ground only	
Existing Floorspace	Office (Use Class E(g)) – 8,706 sqm NIA	
Proposed Floorspace	Serviced Apartment Suites (Use Class C1 (Aparthotel)) including ancillary amenity space (sqm)	9,797 sqm NIA

Term	Amount
	Ground Floor Flexible Commercial Floorspace (Use Class E and / or Sui Generis (p) and (q)) (sq. m) 268 sq. m NIA
	Total Floorspace 10,065 sq. m NIA
No. of Suites	261 Suites: • 229 Junior Suites • 14 x 1 Bed Suites • 4 x 2 Bed Suites • 2 x 3 Bed Suites • 12 Accessible Suites (c. 5%)
Public Realm and Landscaping	Ground Floor Courtyard: 474 sqm (Note: The ground floor courtyard is semi-private and may be access controlled in the evenings)
Car Parking Spaces	Existing – 37 Proposed – 0
Cycle Parking Spaces	Existing - Unknown Proposed – 23 cycle spaces

Scale and Massing

- 4.16. Given the existing building is being retained, there is no change to its scale and massing (up to 8 storeys in height).
- 4.17. The scale of the proposed extension to the existing building along Bloom Street (ground floor plus 6 storeys) seeks to respond to the character of the surrounding area and adjacent listed building. A two-storey entrance to the courtyard and through to the serviced accommodation building will be formed at the junction with the existing building and a canopy will signal this as an entrance.
- 4.18. There is also a small one storey extension to Major Street to infill the gap between the existing pavement and building, and to provide a continuous ground floor frontage to this façade.

Appearance and Materiality

- 4.19. The detailing of alterations to the existing building and the treatment of the elevations to the new extensions have been carefully considered throughout the design development process to ensure that the proposals are robust and deliverable.
- 4.20. The material strategy has been developed as a direct response to the characteristics found in materials and detail in the surrounding area (predominantly red brick and faience and buff sandstone in the Victorian frontages). A limited palette of high-quality materials that reinforce the relationship with the context have been developed, including 'champagne' coloured anodising to perforated decorative screens and projecting fins; matching, complementary metallic powder coating to aluminium framing; and red brick, which will be selected to match the existing brickwork.

Interventions to the Existing Building

- 4.21. There are three main interventions in the facades to the existing building to improve the appearance of Boulton House and create a family of details that can also be used in the design of the new extension to tie both into the context:
- The replacement of all windows to introduce more depth/modelling and more colour into the existing facades. The proposed detailing sets the window frame deeper into the reveal of the opening. Projecting fins on the line of window mullions and linings to the reveal of window openings introduce colour into the elevations, particularly in oblique views. The window arrangement will change to an unequal division with a fixed glazed light and a smaller opening panel for ventilation concealed by a decorative perforated screen in champagne coloured anodised aluminium.
 - Alterations to lower two floors. The zinc bay windows will be removed and replaced with larger two storey bay windows to the ground floor shopfronts and the first-floor guest suites above. The detailing to these new bays will be similar to the windows above and will use the same material palette. Large fixed clear glazed panels will be interspersed with decorative perforated panels which can be used to conceal ventilation terminals, providing some flexibility in the arrangement of the commercial unit behind. A new masonry pier and 'lintel' frame the new bay windows.
 - Alterations to top floor, removal of zinc projecting 'mansard' and replacement with new top floor 'lantern'. This lantern is constructed from champagne anodised aluminium, the tone and sheen of which provides contrast to the matt qualities of the masonry, whilst adding to the warmth of the tonal palette and echoing the tonal relationship of sandstone/brickwork in the Victorian context. The metal panels are articulated with a regular array of vertical projections which create an ordered grid into which windows and ventilation panels are introduced. These extrusions enhance the machined quality of the material and provide a subtle textural surface across the facade.

Bloom Street Extension

- 4.22. The extension to Bloom Street will infill a gap in the street frontage, bridging over the proposed courtyard access.
- 4.23. Careful consideration has been given to the massing of the extension, ensuring its height is compatible with adjacent listed buildings at 8 Minshull Street and 42 Bloom Street. The façade design echoes the tripartite arrangement (ground, middle, and attic) of the existing listed building, promoting a harmonious integration within the established architectural context. The middle layer continues as a bridge to meet the existing Boulton House building.
- 4.24. Materials have been chosen for the outward-facing elevations of the new extensions to relate to the colour palette described above.
- 4.25. The top floor of the extension is detailed to match the new top floor treatment of the existing building, helping to unify Boulton House and its new extensions into a single cohesive development. The detailing of the set back attic storey and the windows - using a 'champagne' coloured metal - works with the red brick grid to set up a similar colour relationship to that seen between the stone plinth and the Victorian brickwork on the listed building adjacent.
- 4.26. Detailing and materials are consistent across the lower six floors of the Bloom Street extension, but the tripartite layering of the elevation is expressed in two simple ways:
- The lower floors of the new extension are recessed, and the façade module changes at this level, with three bays at street level transitioning to two bays at the upper level.

- A simple brick gridded expression was developed for the middle (bridging) element, with the scale of the grid mediating between Boulton House's simple square windows and the listed buildings more ornate, deeper openings. It has deep brickwork reveals and floor levels are expressed using horizontal bands of stacked soldier courses, reflecting the soldier course detailing used on the existing building. Fixed full height glazed lights maximise daylight penetration into the suites. Storey height decorative perforated panels are detailed to match interventions in the existing building.

4.27. A new flashing detail will be installed at roof level which will bridge the junction between the Bloom Street Extension and adjacent Listed Building, to prevent water ingress to the cavity created by the new build against the gable of the Listed Building.

Internal Layout

Ground Floor

- 4.28. The ground floor arrangement is focussed on the central courtyard, the heart of the Proposed Development. The main entrance to the serviced accommodation is from the new courtyard which can be accessed from Bloom Street through the new two storey entrance. The guest reception is immediately opposite the main entrance and looks out across the courtyard and through to Bloom Street, giving the concierge surveillance of the entrance and the approach.
- 4.29. Guest facilities are accessed from reception, including the business lounge and meeting rooms, podcast suite, coffee and dining lounges and guest WCs. These public spaces provide open and active frontages to Chorlton Street and Major Street. The fitness suite, which will also be available to non-guest members, is also accessed from the main reception area and opens onto a terrace within the courtyard, which has the potential to accommodate external activities associated with the gym.
- 4.30. A cycle store, accommodating 26 cycles is also accessed from the courtyard. The serviced accommodation's refuse store and plant area is accessed from Major Street. Refuse lorries will access the refuse store from Major Street. This is unchanged from the current refuse collection strategy.
- 4.31. A small number of duplex suites are accessed across the courtyard within the new build element. This has been set back from the existing Bloom Street back of pavement line to allow the creation of a layby which will allow deliveries and servicing for the Proposed Development without impacting traffic flows on Bloom Street.
- 4.32. A separate commercial unit is provided on the corner of Chorlton Street and Bloom Street, with active frontages to both and into the courtyard. The ground floor level of the existing building within this unit has been lowered to allow level access from Bloom Street. Doors into the commercial unit from Chorlton Street and from the courtyard allow for potential subdivision.

Upper Floors

- 4.33. Levels 1-8 accommodate further serviced accommodation suites. There are 5 different types of suites within the Proposed Development consisting of:
- 229 Junior Suites
 - 14 x 1 Bed Suites
 - 4 x 2 Bed Suites
 - 2 x 3 Bed Suites
 - 12 Accessible Suites (5%)

- 4.34. On these upper floors, the existing building's floorplate width, structural grid and 3m floor to floor height allows a simple arrangement with suites on either side of a central corridor. Each suite benefits from two windows, as the suite width relates, generally, to a structural bay.
- 4.35. The existing main lift and stair core provides general access to each floor. Escape stairs are maintained at the end of each leg of the existing building floorplate and supplemented by evacuation lifts.
- 4.36. The duplex suites in the Bloom Street extension at first floor level are dual aspect. The upper floors have a single loaded corridor with suites facing out to Bloom Street and the access corridor looking onto the courtyard. A fourth stair and evacuation lift are provided at the end of this wing.
- 4.37. Guests have access to a roof terrace accessed from the seventh floor of the existing building. To facilitate escape from this terrace, the stair and lift core at the northeastern end of the Major Street wing of the existing building has been extended up to this level.

Landscaping and Public Realm

Internal Courtyard

- 4.38. The new central internal courtyard which the Proposed Development is centred around will be publicly accessible for most of the day (but likely to be access controlled for guests during the night).
- 4.39. The Courtyard is designed to create a sociable semi-public external space for social events for Joyce guests and the wider community. It features a flexible layout that can adapt to various uses, accommodating different users. The mixture of hard and soft landscaping will be robust and well-detailed.
- 4.40. Soft landscaping will soften the space and create a unique place, a secret garden or sanctuary, hidden from Bloom Street and Minshull Street, accessed under the building or along Hart Street.
- 4.41. Raised planters and level changes at the entrance to the courtyard emphasise the transition from public to semi-public space and layers of planting further express this transition.
- 4.42. Varied planting complements the modern aesthetic of the building. The objective is to use layered planting, from grasses to shrubs to medium trees, to define various spaces that contrast with the angular massing of the building, softening the space and integrating nature into the heart of the courtyard.
- 4.43. There are five existing silver birch trees within the site boundary. One tree at the Hart Street entrance will be retained, while the other four will be removed to facilitate development. These four will be replaced by twelve new trees within the new planting scheme.

Reintroduction of Hart Street

- 4.44. The creation of a route through the courtyard connecting Hart Street to Bloom Street is a pivotal aspect of the Proposed Redevelopment.
- 4.45. This new connection will open up part a currently little used part of Manchester city centre, and will enhance accessibility and connectivity, fostering a more vibrant and engaging urban environment and helping to define the courtyard as a place.

Roof Terraces

- 4.46. At roof level, a private terrace is created for Joyce guests and their visitors. This high-level space benefits from views south across the city and is set well above the hustle and bustle at street level.
- 4.47. The landscape design aims to create small pockets of space for small groups of guests to sit, chat, or work. Planting and materials will be consistent with the courtyard level landscaping.

- 4.48. Sedum planting is provided to inaccessible roof terraces, further increasing the biodiversity gains of the Proposed Development.

Access

Access and Inclusion

- 4.49. Throughout the design development, measures have been undertaken to ensure principles of accessibility and inclusion have been incorporated within the design.
- 4.50. Joyce is committed to offering an inclusive and welcoming experience to all guests, including those with disabilities. There is step-free access throughout the property, including all entrances, lifts, and common areas.
- 4.51. The Proposed Development offers 8 accessible suites (5%) distributed across levels 4, 5, and 6. Ranging from 28 to 41 sq. m, these suites provide enhanced spaciousness compared to the standard junior suites and provide step-free showers, widened doorways, and user-friendly fixtures promoting inclusivity for all guests. Convenient access is provided via lift lobbies A, B, and D, all located near to the accessible suites.
- 4.52. In addition, all staff are trained in disability awareness, and Personal Emergency Evacuation Plans (PEEPs) are available for guests who need them. Service animals are welcome, and accessibility needs can be specified during booking.

Access to Site

- 4.53. Main guest access to Joyce will be on the ground floor, off Bloom Street via the semi-private courtyard. The Proposed Development has also been designed to allow access from Hart Street into the courtyard, although this will continue to be gated as existing in the short term.
- 4.54. The commercial unit will have direct access off the corner of Bloom Street/Chorlton Street.
- 4.55. A drop-off layby is proposed on Bloom Street, and waste collection will be directly off Major Street.

Parking

Cycle parking

- 4.56. Cycle spaces will be provided in line with Manchester City Council guidance, requiring one space per ten aparthotel rooms. 26 Cycle parking spaces will be provided in a secure cycle store located within the building, accessed from the courtyard. The room will have fob access and will be covered by CCTV. Individual double stacked stands will be provided within the store so that each cycle can be locked independently.

Car Parking

- 4.57. In light of the Site's optimal accessibility via active and sustainable transport modes, the Proposed Development will be car-free, and no car parking will be provided.
- 4.58. Should staff/guests ultimately decide to drive to the Site, options for car parking would be restricted to local commercial car parks

Deliveries

- 4.59. Deliveries to the serviced accommodation development and to the commercial unit will be made using the dedicated lay by on Bloom Street. Deliveries will be restricted to 8am–6pm to avoid peak traffic, with suppliers encouraged to use small vehicles to minimise disruption.
- 4.60. All smaller / non-vehicular deliveries, including food services like Deliveroo, will be directed to the courtyard entrance to minimise street disruption. Guests will be encouraged to meet couriers promptly to avoid clustering.

Waste

- 4.61. Clear waste disposal and recycling instructions will be included in guest welcome packs. Waste will be separated into general waste, dry recyclables (paper, card, plastics, metals, glass), and food waste. Clearly labelled bins in all suites and communal areas will support proper sorting.
- 4.62. Waste will be removed from suites by housekeeping on a frequency based on the length of stay (every other day for short stays to once a week for extended stays) and collated in bins in the dedicated ground level waste and recycling store located off Major Street.
- 4.63. The onsite management team will be responsible for collection arrangements, which will take place from Major Street (in line with the existing arrangement). Bins will be wheeled by staff from the ground level bin store to Major Street at collection times and once emptied, the empty bins will then be wheeled back into the ground level bin store.
- 4.64. All waste on the Site will be collected up to 2no. times per week, to be collected by a mixture of Council collections and a private contractor
- 4.65. Based on 50% recycling and twice weekly collection the refuse store has been sized to house the following:
- Non – recyclable waste 12no 1,100L Eurobins
 - Dry mixed recycling 7no 1,100L Eurobins
 - Glass recycling 5no 1,100L Eurobins
 - Organic Waste 3no 240L wheeled bin
- 4.66. The commercial unit is covered by the same waste measures and waste will be transferred to the main bin store via designated staff routes.

5. Planning Assessment

The following section sets out the Development Plan and Material Considerations and assesses the Proposed Development against these.

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

Planning Framework

5.2. The Development Plan and Material Considerations for the Site and Proposed Development is comprised of the following:

DEVELOPMENT PLAN			
REGIONAL	GMCA Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL	Manchester Core Strategy (2012)	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
RELEVANT MATERIAL CONSIDERATIONS			
NATIONAL	National Planning Policy Framework (2024)		Planning Practice Guidance (PPG)
REGIONAL	Greater Manchester Combined Authority Net Zero Design Guidance (2025)		
LOCAL	Supplementary Planning Guidance	Guide to Development in Manchester (2007)	Design for Access 2 (2003)
	Other	Manchester Climate Change Framework 2020-2025 (2020)	GD04 Waste Storage and Collection Guidance for New Developments
		City Centre Strategic Plan (2015)	The Gay Village Action Plan (2024)

5.3. The Proposed Development is assessed with reference to these documents in respect to the following relevant planning considerations:

- Principle of Development
 - o Overall Assessment of Development
- Design and Appearance
 - o Architectural Quality

- Inclusive Design
 - Landscaping and Public Realm
 - Designing Out Crime
 - Climate Change and Energy
- Heritage and Archaeology
 - Archaeology
 - Heritage
- Traffic and Transport
- Environmental Considerations
 - Air Quality
 - Flood Risk and Drainage
 - Ecology and Biodiversity
 - Ground Conditions
 - Noise and Vibration
 - Ventilation
 - Overheating
- Microclimate Considerations
 - Daylight, Sunlight and Overshadowing
- Other Considerations
 - Waste
 - Servicing and Deliveries
 - Construction Management
 - Operational Management
 - Socio Economic
 - TV Reception
 - Fire Strategy

Principle of Development

Relevant policies and guidance:

Development Plan

- Places for Everyone Policy JPStrat2: City Centre
- Places for Everyone Policy JP-S1: Sustainable Development
- Places for Everyone Policy JP-P2: Heritage
- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy CC4 – Visitors – Tourism, Culture and Leisure
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC7 – Mixed Use Development
- Core Strategy Policy CC8 – Change and Renewal
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy EN3 – Heritage

Material Considerations

- NPPF (2024 Update)
- Greater Manchester Combine Authority Net Zero Design Guidance (2025)

Overall Assessment of Development

- 5.4. In line with the first part of S38(6) of the TPCPA the Proposed Development accords with Development Plan as a whole. The principle of the comprehensive redevelopment the Site is clearly established through regional and local planning policy, namely the policies in the Core Strategy (2012). In line with the second part of S38(6) it is prudent to assess the Proposed Development against other material considerations, in this regard due consideration has been had to the NPPF and the Site's strategic location within Manchester City Centre.
- 5.5. At the heart of the NPPF is the presumption in favour of sustainable development and making effective use of available land (Paragraph 125(c)). The NPPF states that planning decisions should favour proposals which utilise "suitable brownfield land within settlements for homes and other identified needs,". Thus, by refurbishing an under-utilised brownfield site in central Manchester, the proposals directly address an identified need for accommodation to support both the visitor and business economies. This approach aligns with the NPPF's objective of promoting sustainable development and efficient land use within existing urban areas.
- 5.6. At the Regional level, PfE enforces the ambition to bring forward urban / brownfield land for development. Policy JP-Strat 2 encourages business, retail, leisure, culture and tourism activity to be the primary focus for the City Centre.
- 5.7. At the local level, the Site falls within the City Centre for which a number of Core Strategy Policies apply with specific reference to the principle of development. Those most relevant to the principle of the Proposed Development include:
- Policy SP1, which guides Manchester's strategic development, emphasises the City Centre as hub for commercial, retail and leisure activities, complemented by residential development.

- Policy CC4 outlines that the City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported. In addition, the policy states that new hotel development which contributes to the quality of the City Centre hotel offer will be supported, ensuring existing visitor attractions can reach their potential.
- Policy CC10 notes that the City Centre will develop as a location which appeals to a wide range of residents and visitors. This will be achieved through diversifying activity within the City Centre and providing high standards of accessibility to attractions across the city.
- Policy EC2 seeks to retain and enhance existing employment provision, unless it can be demonstrated that the existing use is unviable in terms of business operations, building age and format.

- 5.8. In accordance with the above policies, the Proposed Development is supported by the Development Plan when read as a whole.
- 5.9. The Proposed Development will transform an underutilised and outdated office building, through refurbishment (including new build extensions) to provide serviced accommodation for short stay visitors to the city directly boosting the City Centre's economic vitality.
- 5.10. The loss of the existing office use is fully justified under the policy approach set out by Core Strategy Policy EC2. The application is accompanied by a report by OBI which reviews Boulton House in its current form for continued office use.
- 5.11. The OBI analysis concludes:
- the 1970 structure and floorplate configuration does not allow for the building to meet either modern office building standards or occupier occupational requirements.
 - If the building is comprehensively refurbished to deliver workspace which meets modern requirements, it would deliver returns of just £300,000.
 - If a cosmetic refurbishment was delivered at a lower cost, the building would still fail to provide the quality of workspace required to meet occupational demand. It would also become obsolete in 2030 when the Minimum energy Efficiency Standards are implemented requiring a minimum EPC of B (it is currently a C).
 - The historic leasing performance of Boulton House over the last 3 to 5 years and the inability of the building to attract new occupiers also illustrates the challenges faced by the property if no significant interventions and improvements are undertaken.
- 5.12. Through the supporting OBI analysis, it has been robustly demonstrated that Boulton House is not a viable proposition for continued use as a commercial workspace asset and the loss of the existing office floorspace is acceptable when considered against Core Strategy Policy EC2.
- 5.13. Greater Manchester's 'Net Zero Design Guidance, Document 1: Guidance for Net Zero' emphasises the importance of reusing existing buildings or structures wherever possible. Whilst the document largely focuses on reducing the upfront embodied carbon of new buildings, it relies upon the promise that pre-consideration will have been given to the retention of existing buildings and structures on site.
- 5.14. Therefore, instead of knocking the structure down and starting again, the Applicant has developed a scheme which retains the existing structure through sensitive refurbishment and extension to provide a viable alternative use for the existing, underutilised building and which avoids the release of embodied carbon and is wholly in line with Manchester's Net Zero agenda.

- 5.15. The intended use of the Proposed Development is also fully compliant with Development Plan policies:
- The provision of serviced apartment suites (Use Class C1 (Aparthotel)) providing short-term accommodation as an alternative to hotels for visitors to the City Centre contribute to the Council's ambition of being the most visited city region outside of London and a top 20 European destination by 2030.
 - The mix of units can accommodate a wide range of visitors and improve the accessibility to many of Manchester's existing tourist attractions, including the Gay Village, thus boosting the local economy.
 - The introduction of active ground floor uses will positively contribute to the character and culture of the Gay Village, providing additional amenity to the wider community, in line with the aspirations of the Gay Village Action Plan.
- 5.16. In accordance with the above Development Plan policies, the principle of development is wholly appropriate and compliant with the Site's City Centre location. It will contribute to sustainable patterns of development through bringing an underutilised existing building back into a viable use which will complement the Gay Village and wider city centre and is highly accessible by sustainable modes of transport.

Design and Appearance

Relevant policies and guidance:

Development Plan

- Places for Everyone Policy JP-P1 Sustainable Places
- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 - Design and Heritage
- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy EN3 – Heritage
- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy EN9 – Green Infrastructure

Material considerations

- Design for Access 2 (2003)

- 5.17. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the Proposed Development is located.
- 5.18. Core Strategy Policy DM1 Development Management states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.
- 5.19. The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 135 it is advised that planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, over the lifetime of the development;
- Are visually attractive;
- Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.20. The aspirations of the Gay Village Action Plan are also relevant. In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers.

5.21. The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in building and measures that should be incorporated into schemes to increase their accessibility.

5.22. The Proposed Development has been developed by a design team, led by SimponHaugh with extensive experience in designing high-quality developments within Manchester City Centre.

Architectural Quality

5.23. As a result of the extensive pre-application engagement process, the Proposed Development should be deemed as a considered response, providing a high-quality development that will positively contribute to the local streetscape and wider built environment.

5.24. It will transform a tired and dated building into a new, high quality serviced accommodation offer that is fit for the future, complemented by active frontages at incorporated into the lower levels to enhance the vibrancy along Chorlton Street and Bloom Street, and effectively contributing to the wider Gay Village. It will also improve the public realm and connectivity around the Site.

5.25. Through the design development, the layout and scale of the Site has been refined to particularly respond to Core Strategy Policy EN1 so that the Proposed Development provides the optimum, viable design solutions, whilst providing high-quality additions to Manchester's built environment.

5.26. The Proposed Development is compliant with Core Strategy Policy CC9 through the delivery of a high-quality scheme. As detailed in Section 4 of this Statement, the Proposed Development will include a palette of high-quality materials that complements the surrounding built context whilst responding to the local heritage. The supporting Design and Access Statement produced by SimpsonHaugh sets out further details.

5.27. The detailing of alterations to the existing building and the scale and appearance of the new extensions have been carefully considered with regard to the Site's context, including the adjacent listed building. The proposed height of the extension to Bloom Street at 7 storeys (with a set back at level 5) responds to this context, as does the choice of materials.

5.28. The supporting Design and Access Statement produced by SimpsonHaugh and the Heritage Statement by Brindle and Green sets out further details.

Inclusive Design

- 5.29. Core Strategy Policy CC10 A Place for Everyone states that developments will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 Development Management also states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 5.30. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.
- 5.31. Section 12 of the NPPF sets out the need for developments to be inclusive and accessible for existing and future users.
- 5.32. The Proposed Development is designed to be welcoming and accommodating to all, regardless of background, abilities or circumstances. In alignment with Policy JP-P1 of the adopted Places for Everyone policy document, 5% of the serviced apartment suites will be accessible / suitable for a wide range of occupants, including older people and those with reduced or restricted mobility and wheelchair users.
- 5.33. The supporting Design and Access Statement prepared by SimpsonHaugh sets out further details. A compliance condition will be included on the consent to ensure that the Proposed Development includes for full access for disabled people to be provided to all areas of public realm and via the main entrances and to the floors above.

Landscaping and Public Realm

- 5.34. Chapter 12 of the NPPF (2025) highlights the importance of creating 'high quality, beautiful and sustainable buildings', specifically stating that planning decisions should ensure that developments are 'visually attractive as a result of good architecture, layout and appropriate and effective landscaping,' (Para. 135). Furthermore, Core Strategy Policy SP1 (Spatial Principles), encourages development across the city which focuses on 'creating well designed places that enhance or create character'.
- 5.35. The landscaping strategy creates a series of high-quality, accessible public and semi-public spaces that enhance the development, wider Gay Village and surrounding area. A new courtyard, publicly accessible during daylight hours, provides a flexible and sociable space for both residents and the wider Gay Village community. The design incorporates a mix of hard and soft landscaping, featuring raised planters and varied planting schemes (grasses, shrubs, and trees) to create distinct areas within the courtyard. Four existing silver birch trees will be replaced as part of the planting scheme (which will include c30 new trees), with one existing tree retained at the Hart Street entrance. A private roof terrace offers guests a secluded space with views across the city.
- 5.36. The design incorporates smaller, intimate seating areas for socialising or relaxation, using planting and materials consistent with the courtyard. Inaccessible roof areas will feature sedum planting, further contributing to the overall biodiversity net gain. The landscaping design throughout prioritises high-quality materials and robust planting schemes to ensure longevity and minimal maintenance.
- 5.37. The integrated design approach, encompassing the thoughtfully planned courtyard and resident roof terraces, provides high-quality landscaping and public realm space for both guests and the wider community, thereby aligning with the relevant national and local planning policy requirements.
- 5.38. The supporting Design and Access Statement prepared by SimpsonHaugh sets out further details in regard to the landscaping and public realm proposals. A condition will be applied to the consent which requires the final landscaping details to be agreed with the LPA, including the provision of samples, in advance of occupation to ensure design quality is maintained.

Designing Out Crime

- 5.39. The NPPF (Para. 96) states the importance of creating places and buildings that are:
- “Safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas.”*
- 5.40. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.
- 5.41. The Proposed Development has been designed in consultation with GMP and a Crime Impact Statement (CIS) has been prepared which outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design. The project team have subsequently revised the design to address any valid concerns. Full details in relation to the design response are provided in the DAS.
- 5.42. It is anticipated that a planning condition should be applied to the consent requiring the development to be carried out in accordance with the recommendations of the Crime Impact Statement and within three months of the first occupation of the development requiring the LPA acknowledgement that it has received written confirmation of a Secured by Design accreditation.

Climate Change and Energy

Relevant policies and guidance:
Development Plan • Places for Everyone Policy JP-S1 – Sustainable Development • Places for Everyone Policy JP-S2 – Carbon and Energy • Places for Everyone Policy JP-P1 – Sustainable Places • Core Strategy Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development • Core Strategy Policy EN8 – Adaption to Climate Change • Core Strategy Policy EN9 – Green Infrastructure Other Planning Policy and Material Considerations • NPPF Paragraph 136 (2024) • Manchester City Council Climate Change Action Plan (2020-2025) • Greater Manchester Combined Authority Net Zero Design Guidance (2025)

- 5.43. A Climate Emergency was declared by MCC on 10 July 2019, with the target to make Manchester carbon neutral by 2038. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020- 2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.
- 5.44. At a national level, on 15 December 2021 the government announced changes to The Building Regulations to help the UK deliver net zero. The changes include a requirement for new non-dwelling developments to produce around 27% less CO2 than current standards.
- 5.45. The Greater Manchester Combined Authority Net Zero Design Guidance (2025), produced to provide guidance on the Places for Everyone policies and sets a series of KPIs for non-residential developments. The application is accompanied by an Energy and Carbon Statement by Consolux (which includes an Embodied Carbon Statement), prepared to respond to the GMCA guidance.

- 5.46. Inherently, through the reuse of the existing building, the Proposed Development will reduce carbon emissions. The reuse of existing concrete structures and brick walls significantly reduces the project's carbon footprint and overall global warming potential. By retaining these key building elements, the need for new materials—which are typically carbon-intensive to produce and transport—is greatly reduced. This approach avoids the embodied carbon associated with demolition, disposal, and the manufacturing of replacement materials. In particular, concrete and brick have high embodied carbon, so preserving them helps minimise upfront emissions and contributes to a more sustainable and resource-efficient construction strategy. Additionally, material reuse supports circular economy principles and aligns with long-term carbon reduction goals.
- 5.47. The application is supported by an Energy and Carbon Statement (and its relevant appendices), by Consulux. The statement confirms the following sustainability measures are included:
- Provision of on-site solar photovoltaic panels;
 - Electric vehicle charging points;
 - Enhanced cyclist facilities, such as cycle storage space provision;
 - The use of legally harvested and traded timber;
 - The protection of existing ecological features.
- 5.48. Further details can be found within the Energy and Carbon Statement.
- 5.49. It is also considered that the Proposed Development is deemed sustainable from a transport perspective. The Site is located within a highly sustainable location within the City Centre with extensive local amenities being accessible by active transport modes such as walking and cycling. In addition, the Site is highly accessible by sustainable public transport modes including bus, rail and Metrolink, with the Site located immediately adjacent to Deansgate Railway Rail Station and opposite Deansgate Metrolink Station.
- 5.50. The Proposed Development is also intended to be car free with no on-site parking on offer to residents, limiting the number of journeys to be made by car.
- 5.51. Based upon the above it is considered that the Proposed Development is highly sustainable from a transport perspective, limiting potential emissions generated from vehicular travel. This is in line with Policy JP-S5: Clean Air within the recently adopted Places for Everyone (2024) plan which notes development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution.
- 5.52. Based upon the above it is considered that the Proposed Development is in line with both local and national policy in relation to climate change impacts.

Heritage and Archaeology

Relevant policies and guidance:

Development Plan

- Places for Everyone Policy JP-P2 - Heritage
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN3 – Heritage
- Saved UDP Policy DC18.1 – Conservation Areas
- Saved UDP Policy DC19.1 – Listed Buildings

Other Planning Policy and Guidance

- NPPF (2024 Update)

Relevant policies and guidance:

- PPG

- 5.53. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets. Section 66 requires:
- “In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses...”*
- 5.54. Section 72 sets out the corresponding duty in relation to conservation areas, it requires:
- “In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area...”*
- 5.55. Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 5.56. Paragraph 215 of the NPPF states 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.”*
- 5.57. The relevant sections of the NPPF and the associated paragraphs of the PPG emphasise the need for a thorough understanding of the significance of heritage assets, to form the basis for the assessment of any development impact. In addition, Core Strategy Policy EN3 evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.
- 5.58. The Development Plan heritage policies detailed in Core Strategy Policies CC9, EN3 and saved UDP Policies DC18.1 and DC19.1 hold the same emphasis as the NPPF, with a focus on the fundamental importance of ‘preserving or, where possible, enhancing the historic environment’.

Archaeology

- 5.59. The Archaeological Assessment by Brindle and Green establishes a potential for medium value-post medieval and modern remains being located on the Site. The magnitude of change to all these remains is anticipated to be moderate. As such, the resulting impact to these remains is considered moderate.
- 5.60. In light of potential for the identified remains throughout the Site it is anticipated that the most appropriate strategy should entail a suitable archaeological watching brief, which will be set as a planning condition agreed with MCC.

Heritage

- 5.61. A Heritage Statement by Brindle and Green confirms the Site does not contain any heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens and does not lie within a Conservation Area.
- 5.62. The Site is not located within a conservation area, though numerous conservation areas cover portions of the city centre to the north, south and west. The nearest of these to the Site is the Whitworth Street /Princess Street conservation area, located just south of the Site. The George

Street conservation area lies a short distance to the west. Given the urban context of the area, the Site was not considered to form part of their setting.

- 5.63. Over 100 listed buildings or structures are present within 0.5km of the Site. Seven of these fell within the scope of the assessment based on their proximity to the Site / its contribution to their setting.
- 5.64. The Heritage Statement concludes that “No Harm” is perceived to any of these designated heritage assets. The Proposed Development will result in a greater massing of the completed building complex, with intervisibility expected between this and surrounding heritage assets. However, given the urban context, and the fact that the appearance of the building is not perceived to contribute to the setting of surrounding heritage assets, this is not perceived to result in any harm. Therefore, any change to setting is expected to be neutral.
- 5.65. In particular, in respect of the adjacent Grade II Listed 8 Minshull Street, with the existing 1970s building being renovated, it is expected that the resulting visual impact to the surrounding area will be positive.
- 5.66. The installation of the flashing detail to prevent water ingress between the Listed Building and the Proposed Development has also been assessed by the Heritage Statement, which concludes that there will be no harm to the listed building.

Traffic and Transport

Relevant policies and guidance:

Development Plan

- Places for Everyone Policy JP-C1 – An Integrated Network
- Places for Everyone Policy JP-C3 – Public Transport
- Places for Everyone Policy JP-C5 Streets for All
- Places for Everyone Policy JP-C6 – Walking and Cycling
- Core Strategy Policy CC5 – Transport
- Core Strategy Policy T1 – Sustainable Transport
- Core Strategy Policy T2 – Accessible Areas of Opportunity and Needs
- Core Strategy Policy DM1

Other Planning Policy and Guidance

- NPPF (2024)
- City Centre Transport Strategy to 2040

- 5.67. Core Strategy Policy T2 sets out that in developments regard should also be given to the need for disabled and cycle parking provision. Core Strategy Policy CC5 outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
- 5.68. A Transport Statement and Framework Travel Plan have been prepared by Focus Transport Planning in order to assess the impact of the Proposed Development on transport.
- 5.69. The Site represents an appropriate location for sustainable redevelopment, being located within a short walking distance of a number of bus / Metrolink / rail stops served by regular connecting services and within an acceptable walk / cycle catchment of a wide range of key everyday services, facilities, and employment opportunities within the City Centre.
- 5.70. Reflecting the high level of public transport available in the proximity of the Site and the advanced public transport system enjoyed by the City, the Proposed Development is ‘car free’ to minimise

reliance on single-occupancy car travel by maximising the usage of more sustainable modes, particularly walking, cycling and public transport. On site secure cycle parking for 23 bicycles is provided.

- 5.71. Therefore, it is anticipated that the Proposed Development would not generate a substantial level of car trip demand, given the 'car free' nature of the proposals, and would be less than the existing office use of the site which includes 37 on-site car parking spaces.
- 5.72. A Framework Travel Plan has been produced to maximise the use of travel modes away from single-occupancy car-use and the Applicant is committed to the implementation and delivery of everything detailed in this document. It is expected that the provision of a final Travel Plan would be enforced by condition attached to any subsequent Planning Permission.
- 5.73. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of traffic and transport, when taken as a whole.

Environmental Considerations

Relevant policies and guidance:

Development Plan

- Places for Everyone Policy JP-C1 – An Integrated Network
- Places for Everyone Policy JP-C3 – Public Transport
- Places for Everyone Policy JP-C5 Streets for All
- Places for Everyone Policy JP-G2 – Green Infrastructure Network
- Places for Everyone Policy JP-G6 Urban Greenspace
- Places for Everyone Policy JP-G8 A net Enhancement of Biodiversity and Geodiversity
- Core Strategy Policy EN9 – Green Infrastructure
- Core Strategy Policy EN14 – Flood Risk
- Core Strategy Policy EN15 – Biodiversity and Geological Conservation
- Core Strategy Policy EN16 – Air Quality
- Core Strategy Policy EN17 – Water Quality
- Core Strategy Policy EN18 – Contaminated Land and Ground Stability
- Core Strategy Policy DM1
- Saved UDP Policy DC26.1 and DC26.5 – Development and Noise

Other Planning Policy and Guidance

- NPPF (2024)
- PPS25
- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)
- Manchester's Guide to Development SPDs
- Manchester Climate Change Framework 2020 - 2025.
- GMCA Design Guidance for Net Zero (2025)
- GMCA Low Carbon Heat Guidance (2025)
- GMCA Submission guidance for Places for Everyone policies JP-S2 and JP-S3

Air Quality

- 5.74. In line with Core Strategy Policy EN16, an Air Quality Assessment prepared by NoiseAir Acoustics and Air Quality has been submitted in support of this Application which assess the impact of the Proposed Development in relation to air quality during both the construction phase and operational phase.
- 5.75. The Proposed Development is located within a designated Air Quality Management Area, indicating air quality is already poor locally.

- 5.76. During construction, the main local sources of air pollution include dust from construction activities. Air quality during construction could also be affected by changes in traffic flows as a result of vehicles travelling to and from the Site transporting materials, plant and labour. However, through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be 'not significant'.
- 5.77. All appropriate mitigation will be secured through a Construction Environmental Management Plan, and it is expected a condition will be attached to any planning permission granted pursuant to this Application to secure this.
- 5.78. Based on the extent of predicted population exposure to the impacts on pollutant concentrations and the guidance provided by the IAQM, the Proposed Development is expected to result in a negligible impact associated with the operational phase traffic on nearby receptors and the residual effects are considered to be not significant.
- 5.79. The Air Quality Assessment confirms that once the Proposed Development is operational, the concentrations of NO₂, PM₁₀ and PM_{2.5} are likely to be below the relevant AQOs at the Site.
- 5.80. Based upon the above, it is considered that the Proposed Development is in accordance with relevant planning policy and guidance in respect of air quality, when taken as a whole.

Flood Risk and Drainage

- 5.81. Core Strategy Policy EN14 notes that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SuDS) and the appropriate use of green infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide.
- 5.82. Full impact of the Proposed Development on water resources is included within the Flood Risk Assessment (FRA) and Drainage Strategy, prepared by Nimbus Engineering consultants and submitted in support of this Application.

Flood Risk Assessment

- 5.83. Based on the Environmental Agencies flood map, the Site is located within Flood Zone 1 and in accordance with the NPPF's Flood Risk Vulnerability and Flood Zone Compatibility table, the Site is suitable for any development. Furthermore, neither a sequential nor exception test is required as a part of this Flood Risk Assessment.

Drainage

- 5.84. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA). The nearest watercourse to the Site is the Rochdale Canal, located 105m southeast of the Site boundary.
- 5.85. In compliance with Core Strategy Policy EN14, the development will reduce surface water run-off through the implementation of SuDS and appropriate green infrastructure. This includes rainwater harvesting, green and blue roofs, and permeable paving.
- 5.86. It is recommended that conditions be attached to any consent that requires full details of surface water drainage, foul drainage and SUDS.

Ecology and Biodiversity

- 5.87. Core Strategy Policy EN9 highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting.

- 5.88. Places for Everyone Plan Policies JP-G6 and JP-G7 emphasises on the importance of securing urban green space in improving residents' quality of life and increasing provision of street trees within urban areas.
- 5.89. An Arboricultural Impact Assessment (AIA) has also been prepared by Brindle and Green which is submitted in support of this Application. Five existing trees are recommended for removal to facilitate the development. The landscaping within the Proposed Development satisfies Manchester City Council's 1:3 tree replacement ratio (12 new trees needed), as there will be up to 30 new trees planted.
- 5.90. In line with Core Strategy Policy EN9 and the Places for Everyone policies listed above, the full impact of the Proposed Development on ecology and biodiversity is included within the Preliminary Ecological Appraisal and Biodiversity Assessment and Metrics documents prepared by Brindle and Green, submitted in support of this Application.
- 5.91. To ensure the Proposed Development is compliant with national biodiversity standards, native and ornamental species are proposed to be planted. The Biodiversity Net-Gain Assessment produced denotes that the Proposed Development will result in an overall net gain to biodiversity of 0.08 'Habitat Units' (+82.92%).
- 5.92. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of ecology and biodiversity, when taken as a whole.

Ground Conditions

- 5.93. Paragraph 196 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.
- 5.94. A Phase I Contaminated Land Assessment has been prepared by CREATE and is submitted in support of this planning application.
- 5.95. It is recommended that a limited Phase 2 Site Investigation be undertaken across the proposed extension areas (existing car parking areas) to enable the collection and testing of shallow soils, and any made ground present to determine risk posed to future site users and permeation of water supply pipes. If contamination is identified, suitable remediation and/or mitigation measures may be necessary to minimise exposure or permeation risk.
- 5.96. However, this does not pose a significant risk issue and can be conditioned as part of the planning approval process and undertaken on receipt of planning permission and prior to any construction works/occupation.
- 5.97. Prior to any refurbishment works, a Refurbishment and Demolition Asbestos Survey should be undertaken and any asbestos containing materials removed by a suitably licensed and experience contractor to a suitably licensed disposal facility.
- 5.98. It is anticipated that these recommendations are secured via condition, agreed with MCC.
- 5.99. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of ground conditions, when taken as a whole.

Noise and Vibration

- 5.100. Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- the effect of new development proposals which are likely to be generators of noise; and

- the implications of new development being exposed to existing noise sources which are effectively outside planning control.

- 5.101. Core Strategy Policy DM1 notes all developments should have regard to a variety of specific issues including effects on amenity e.g. noise.
- 5.102. A Noise Impact Assessment has been undertaken by NoiseAir Acoustics and Air Quality. An assessment of the building envelope acoustic performance has been undertaken and sound insulation properties. The assessment also recognises that the Proposed Development could be regarded as an agent of change in planning terms given its location in close proximity to existing venues within the Gay Village. Therefore, a worst-case scenario has been considered and appropriate glazing and ventilation designs have been implemented based on these worst-case assessments.
- 5.103. The assessment indicates the ventilation strategy should allow for future guests to close windows if they choose to do so. This is because external noise levels are sufficiently high that the recommended internal noise limit is likely to be exceeded at most of the suites. Active ventilation may be a consideration where noise levels are considered to be elevated and such a system would allow future residents to enjoy acceptable internal noise levels while maintaining appropriate ventilation requirements.
- 5.104. No amplified music or events will be permitted from any ground-floor units. Common areas such as the Social Lounge and Outdoor Terrace are governed by internal rules limiting noise and usage hours (the Outdoor Terrace closes at 10pm)
- 5.105. It is expected that a standard condition will be applied to any subsequent condition in relation to controlling noise from plant equipment.

Ventilation

- 5.106. A Ventilation Strategy prepared by Consulux has been submitted in support of this Application, and clearly outlines ventilation principles of the proposed ventilation systems for the Proposed Development.
- 5.107. This strategy aligns with relevant policy and guidance documents, aiming to meet Building Regulations (Part F) while providing energy-efficient ventilation for a healthy environment.
- 5.108. To achieve low operational energy and high occupant comfort, a Mechanical Ventilation with Heat Recovery (MVHR) system will be implemented. The use of ceiling mounted MVHR units across the suites, communal areas and commercial unit will ensure that each space benefits from efficient ventilation and heat recovery. This system delivers fresh air, or pre-warmed air, to rooms via a highly efficient heat exchange system. The MVHR system allows windows to remain closed, providing a constant supply of fresh air and offering benefits such as noise reduction, and improved control of dust and pollen levels through filtration. The system is also switchable, allowing for potential deactivation during summer months.
- 5.109. This approach ensures compliance with Approved Document F and the requirements of Greater Manchester's Air Quality Management Area (AQMA), incorporating findings from both the Air Quality Impact Assessment and Noise Assessment. The noise assessment specifically supports the use of active ventilation in habitable rooms where elevated noise levels are present.
- 5.110. Full details are provided within the Ventilation Strategy.

Overheating

- 5.111. A Thermal Comfort Assessment prepared by Consulux has been submitted in support of this planning application. This illustrates that the Proposed Development can effectively mitigate the risk of overheating through the combined ventilation strategy.

Microclimate Considerations

Daylight, Sunlight and Overshadowing

Relevant policies and guidance:
Development Plan Core Strategy Policy DM1 – Development Management
Other Planning Policy and Guidance Building Research Establishments Ltd “Site Layout Planning for Daylight and Sunlight” (2002)

- 5.112. A Daylight and Sunlight Review prepared by CHP Surveyors has been submitted alongside this application and is in accordance with the Building Research Establishment’s publication “Site layout planning for daylight and sunlight. A guide to good practice” (2002) (BRE guidelines).
- 5.113. The assessment considered the implications the Proposed Development will have on the neighbouring residential properties and in conclusion, given the underdeveloped state of the portion of the Site where the new extension is located and considering that its height is in keeping with the existing structure and the neighbouring properties, the outcomes in the assessment are deemed suitable for this urban setting.
- 5.114. The assessment also considered the level of daylight the proposed accommodation will enjoy, and this has shown that except for some rooms facing into the courtyard, the proposals will provide accommodation with the good access to daylight.
- 5.115. Overall, the level of daylight is considered appropriate due to the nature of the occupation.

Other Considerations

Relevant policies and guidance:
Development Plan - Places for Everyone Policy JP-C1 – An Integrated Network - Places for Everyone Policy JP-S5 Clean Air - Core Strategy Policy DM1 - Development Management - Core Strategy Policy SP1 – Spatial Principles - Core Strategy Policy CC1 – Primary Development Focus: City Centre and Fringe - Core Strategy Policy CC5 – Transport - Core Strategy Policy C10 – A Place for Everyone - Core Strategy Policy EN1 – Design Principles and Strategic Character Areas - Core Strategy Policy EN19 – Waste
Other Planning Policy and Guidance - NPPF (2024) - GD04 Waste Storage and Collection Guidance for New Developments - Town and Country Planning (Development Management Procedure and Section 62A Application (England) (Amendment) Order 2021.

Waste

- 5.116. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.

- 5.117. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including F&B and retail uses;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.
- 5.118. Core Strategy Policy EN19 requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy.
- 5.119. A Waste Management Strategy (included within the Operational Management Plan (plus Waste Proforma in the Design and Access Statement) has been prepared by The James in support of this application.
- 5.120. It is anticipated that details of waste management be subject to a compliance condition attached to any subsequent planning permission.

Servicing and Deliveries

- 5.121. Deliveries to the serviced accommodation development and to the commercial unit will be made using the dedicated lay by on Bloom Street. Deliveries will be restricted to 8am–6pm to avoid peak traffic, with suppliers encouraged to use small vehicles to minimise disruption.
- 5.122. All smaller / non-vehicular deliveries, including food services like Deliveroo, will be directed to the courtyard entrance to minimise street disruption. Guests will be encouraged to meet couriers promptly to avoid clustering.

Construction Management

- 5.123. An Outline Construction Management Plan (CMP) has been prepared by TNV Construction in support of this planning application.
- 5.124. The main objectives of this document are to:
- Provide a robust construction strategy that will minimise the potential for disruption to local residents and businesses, members of the public utilising services within the vicinity of the Site and enroute to the Site, along with users of the adjacent public highway network.
 - Lower vehicle emissions associated with construction vehicles arriving and departing the Site.
 - Enhance safety – improved vehicle and road user safety around the site on Chorlton Street and the local area.
 - Reduce congestion – reduced construction vehicle trips overall, especially in peak periods.
- 5.125. The Outline CMP provides high level information on the proposed construction logistics and management for the project to ensure construction works are undertaken in a safe and secure manner. It is anticipated that a condition be attached to any subsequent planning permission that secures a full Construction Management Plan which will clearly detail the provisions to protect amenity based on these principles.

Operational Management

- 5.126. An Operational Management Plan has been prepared by The James and submitted alongside this planning application. The plan ensures the smooth operation of the property, covering day-to-day operational procedures.
- 5.127. A dedicated management team will oversee all day-to-day operations, ensuring consistent guest satisfaction. This experienced team will manage all aspects of building management, including

waste and servicing, deliveries, and access control. A front desk manager, supported by five supervisors, will provide 24/7 guest assistance and concierge services, including guest check-in and check-out. To ensure the safety and security of both guests and staff, 24/7 on-site security will manage access control, monitor the building, and respond to incidents.

- 5.128. It is anticipated that a detailed Operational Management Strategy be subject to a condition attached to any subsequent planning permission.

Socio Economic

Manchester's Visitor Economy

- 5.129. The Proposed Development will help to stimulate the local economy. The provision of serviced apartment suites (Use Class C1 (Aparthotel)) providing short-term accommodation as an alternative to hotels for visitors to the City Centre will contribute to the Council's ambition of being the most visited city region outside of London and a top 20 European destination by 2030.
- 5.130. The mix of units can accommodate a wide range of visitors and will improve the accessibility to many of Manchester's existing tourist attractions, including the Gay Village. Therefore, the Proposed Development will lead to increased visitor spending on local goods and services, supporting local businesses (including the existing offer within the Gay Village) and fostering job growth and boosting the overall economic vitality of the area.

Employment

- 5.131. Core Strategy Policy EC1 requires Local Employment Agreements to contain a commitment to work with the Work Skills Team to ensure that employment opportunities resulting from any development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.
- 5.132. The termination of office use on the Site will not result in job losses, with all existing tenants relocating within the city.
- 5.133. The Proposed Development will generate employment opportunities during both construction and operation phases.
- 5.134. A Local Labour Agreement will be entered into as part of the proposed construction process for the Proposed Development. The Applicant agrees to submit a proposal that outlines what local labour activities and targets envisaged to be conducted / delivered, and that a final report detailing the local labour results.
- 5.135. During the construction phase, the appointed contractor will prioritise the recruitment of directly employed construction labour from the M1, M2, M3, M4, M5, M6, M7, M8, M9, M11, M12, M13, M14, M15 and M40 postcode areas. Quarterly updates on local labour recruitment will be provided to the Council's Work and Skills Team upon request.
- 5.136. The operational phase is projected to support up to 28 full time employees and 1 part time employee. Furthermore, the development will stimulate the local economy by attracting visitors and increasing spending in local businesses, fostering job growth and economic vitality within the wider area.
- 5.137. The Applicant is committed to collaborating with Manchester City Council's Work and Skills Team to maximise opportunities for local residents. Further details can be found in the Local Labour Agreement, which has been submitted alongside the planning application. The agreement further details the Applicant's commitment to sourcing labour from surrounding postcodes for both construction and operational phases.

TV Reception

- 5.138. Under MCC planning guidance, any development over four storeys requires a TV Reception Impact Assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.
- 5.139. In February 2025, a Television and Radio Reception Impact Assessment was undertaken by SCS, to determine the potential effects on the local reception of television broadcast services arising from the proposals. The assessment concludes that neither the Satellite Reception, FM or the DAB signals will be impacted by the construction and operational phases.
- 5.140. Based upon these findings, no requirement for pre-emptive mitigation has been identified. In the event that effects are reported, further investigation should be undertaken to identify the cause if this interference and if this is found to be due to the Proposed Development mitigation measures should be installed in line with the recommendations set out within the Television and Radio Baseline Survey Report. It is anticipated that this will be the subject of a compliance condition attached to any to any subsequent planning permission.
- 5.141. Further details are included within the 'TV/FM and DAB Reception Survey Report' by SCS, which has been submitted alongside this planning application.

Fire Strategy

- 5.142. The requirement for a fire statement at planning is requested under the Town and Country Planning (Development Management Procedure and Section 62A Application (England) (Amendment) Order 2021.
- 5.143. A Fire Statement form has been prepared by FRA Limited and has been submitted in support of this application. This confirms the following measures:
- The Proposed Development will be fitted with commercial sprinkler designed in accordance BS-EN-12845.
 - A category L1 fire detection and fire alarm system designed in accordance with BS 5839-1:2017 will be fitted throughout the building.
 - As the building is over 18m but less than 30m in height any insulation, product, filler material (not including gasket, sealants and similar) etc. in the construction of an external wall and attachment, should be of European class A2-s1, d0 or better.
 - An ESW1 form should be provided to assess that the material used in the construction of the building facade and the related facade attachments are acceptable.
 - At least one staircase will be designed with firefighting shaft. If required, the remaining 3 staircases may be provided with dry risers and evacuation lifts.
 - All the staircases will have a refuge space.
 - Each floor within the building will be designed and constructed as a fire compartment floor REI 90, having the same fire resistance as the building structure.

Summary

- 5.144. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations in line with Section 38(6) of the Planning and Compulsory Purchase Act (2004). This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of other technical reports. It concludes that the Proposed Development is in accordance with the Development Plan when read as a whole and is further supported overall by other relevant material considerations.

6. Public Benefits

This section sets out the economic, social and environmental benefits of the Proposed Development.

Public Benefit		Assessment
Economic		
	A viable use of an underutilised building	The existing building has reached the end of its viable use as an office. The Proposed Development will transform the building into a vibrant asset to the local area, aligning with national, regional and local priorities for urban regeneration. The sensitive refurbishment and creative reuse of the building is wholly in line with Manchester's Net Zero agenda.
	Supporting the visitor economy and Manchester's economic growth	In line with local and national policy, the proposed serviced accommodation will cater to the city's visitor economy, creating a sustainable and attractive environment that encourages further investment and revitalisation within the city centre. The provision of serviced apartment suites (Use Class C1 (Aparthotel)) providing short-term accommodation as an alternative to hotels for visitors to the City Centre contribute to the Council's ambition of being the most visited city region outside of London and a top 20 European destination by 2030. The diverse range of high-quality accommodation, encompassing junior, one-bedroom, two-bedroom, and three-bedroom suites, can accommodate a wide range of visitors and will enhance the flexibility and appeal of the City Centre's visitor economy, attracting a broader demographic of visitors. The Proposed Development is projected to generate an increase in footfall within the Village and wider city centre, contributing to the local economy, particularly benefiting independent cafes, bars, restaurants, and retail outlets in the vicinity of the Site.

Public Benefit		Assessment
	Support employment opportunities	There will be no loss of employment as a result of the office use ceasing on site. All remaining tenants are relocating to alternative accommodation within the city. Employment Opportunities will be created during both construction and operation phases and the Applicant has committed to working with the MCC Work and Skills Team to maximise the opportunities for local people. During the operational phase the Proposed Development is expected to support approximately 28 employees, for the running of day-to-day operations. Furthermore, The Proposed Development will help to stimulate the local economy by attracting visitors which leads to increased spending on local goods and services, supporting businesses such as restaurants, shops, and entertainment venues, fostering job growth and boosting the overall economic vitality of the area.
Environmental		
	Reducing Waste and Embodied Carbon through retaining the existing building	Instead of knocking the structure down and starting again, the Applicant has developed a scheme which retains the existing structure through sensitive refurbishment and extension which avoids the release of embodied carbon and is wholly in line with Manchester's Net Zero agenda. The reuse of existing concrete structures and brick walls significantly reduces the project's carbon footprint and overall global warming potential. By retaining these key building elements, the need for new materials—which are typically carbon-intensive to produce and transport—is greatly reduced. This approach avoids the embodied carbon associated with demolition, disposal, and the manufacturing of replacement materials. In particular, concrete and brick have high embodied carbon, so preserving them helps minimise upfront emissions and contributes to a more sustainable and resource-efficient construction strategy. Additionally, material reuse supports circular economy principles and aligns with long-term carbon reduction goals.
	Sustainable development	The sensitive refurbishment and creative reuse of the building is by its nature sustainable development. It repurposes an underutilised brownfield site, avoiding demolition and wider greenfield development. The design eliminates fossil fuel

Public Benefit		Assessment
		reliance for heating and hot water, and its accessible location promotes sustainable transport choices Incorporating PV cells, green roofs, urban trees and other sustainability measures, the scheme significantly reduces its carbon footprint and enhances biodiversity, aligning with the NPPF's emphasis on sustainable development (paragraphs 7-14) and brownfield land use (paragraph 125c), Manchester's "Great Outdoors" strategy (2015-25) and Manchester's Net Zero agenda.
	Biodiversity Net Gains	The Biodiversity Net-Gain Assessment, conducted by Brindle and Green, demonstrates that the Proposed Development will deliver a quantifiable benefit to biodiversity, resulting in an overall net gain of 0.08 Habitat Units, representing a substantial increase of 82.92%. This positive outcome underscores the development's commitment to enhancing ecological value and contributing to a more sustainable environment.
Social		
	A valued and integrated part of the Gay Village	Joyce is deeply committed to ensuring that its presence enhances the character, liveability, and vibrancy of the Village and surrounding areas. The introduction of active ground floor uses will positively contribute to the character and culture of the Gay Village, providing additional amenity to the wider community, in line with the aspirations of the Gay Village Action Plan. Through proactive community engagement, responsible building management, and a strong emphasis on minimising local impact, Joyce aims to become a valued and integrated part of the neighbourhood. Joyce will collaborate with local businesses, sourcing suppliers and recommending local amenities and services to guests (such as restaurants, shops, fitness providers, and cultural venues). Where appropriate, Joyce will seek to support and participate in Village events, fostering positive relations and mutual benefit.
	Provision of a new high-quality landscaping to create a sense of 'place'	The Proposed Development will introduce a high-quality courtyard that cultivates a distinct sense of place. It is designed to create a sociable semi-public external space for social events for Joyce guests and the wider community. It features a flexible layout that can adapt to various uses, accommodating different users.

Public Benefit		Assessment
		The proposed landscaping strategy will create a unique place, a secret garden or sanctuary, hidden from Bloom Street and Minshull Street. This comprehensive landscaping strategy enhances pedestrian connectivity, promotes biodiversity, and creates a welcoming environment for both guests and the wider public.
	Repairing and reactivating the street frontages	The new build extensions to Bloom Street and Major Street will infill the gaps in the street frontages, improving the relationship between the existing Boulton House and its neighbours. Active frontages are incorporated into the lower levels of the Proposed Development in order to enhance the vibrancy along Chorlton Street and effectively contributing to the wider Gay Village.
	Improved pedestrian connections	The Proposed Development will significantly enhance pedestrian connectivity into the surrounding street network, including making these safer and more secure. The introduction of a courtyard and commercial unit at street level, cultivates a welcoming and vibrant pedestrian environment, further contributing to the city centre's overall walkability. The creation of a route through the courtyard connecting Hart Street to Bloom Street is a pivotal aspect of the Proposed Redevelopment. This new connection will open up part a currently little used part of Manchester city centre, and will enhance accessibility and connectivity, fostering a more vibrant and engaging urban environment and helping to define the courtyard as a place.
	Providing high quality, highly visible, well-designed buildings	The existing building makes very little positive contribution to the streetscape and street level environment is generally poor in this part of the Village. Given the Ste's prominent city centre location, high-quality architecture is essential. Good design enhances the area's attractiveness, creating an attractive destination and fostering a distinct identity. The façade design, detailed in the submitted technical documents, thoroughly addresses performance criteria, including thermal and acoustic properties, natural ventilation, daylighting, overheating, and buildability, ensuring a functional and aesthetically pleasing building. Additionally, the design safeguards the setting of designated heritage assets, ensuring their protection and preservation.

Public Benefit		Assessment
		The Proposed Development promotes well-being by creating a safe, inclusive, and welcoming environment that fosters a sense of community, pride, and positive social interaction.
	Inclusive and Accessible	Joyce is committed to offering an inclusive and welcoming experience to all guests, including those with disabilities. All staff are trained in disability awareness, and Personal Emergency Evacuation Plans (PEEPs) are available for guests who need them. Service animals are welcome, and accessibility needs can be specified during booking. The Proposed Development prioritises universal accessibility, incorporating design features that cater to individuals with mobility impairments. Eight accessible suites are to be provided within the development, ensuring inclusivity for all guests. Furthermore, the Site benefits from a highly accessible and sustainable location. The key leisure, cultural, business and retail facilities that Manchester City Centre has to offer are all within walking distance to the Site, as are a range of multi-modal public transport options.

7. Conclusion

- 7.1. This Planning Statement has been prepared in support of an application for the Change of Use and Full Planning Permission for the refurbishment of Boulton House, 17-21 Chorlton Street, Manchester City Centre, into serviced accommodation and associated Listed Building Consent for minor works to the adjacent listed building.
- 7.2. The James, a family-run, UK based developer and operator, are focused on being high-quality accommodation providers. They focus on re-using and repurposing existing buildings, instead of constructing new ones, and their approach is rooted in sensitive refurbishment, creative reuse, and local connection, avoiding demolition in favour of a sustainable, welcoming future.
- 7.3. Boulton House comprises an existing office building constructed in 1973 which rises to nine storeys, with associated surface car parking to both the east and west. The building housed multiple commercial tenants but is reaching the end of its current lifecycle and is no longer fit for purpose for office use. It is anticipated that the building will be fully vacant by the end of 2025 upon expiry of the remaining leases.
- 7.4. Therefore, an alternative solution needs to be found for the Site. Retaining and reworking the existing building will significantly reduce waste and embodied carbon compared to a full rebuild.
- 7.5. A range of potential alternative uses were explored within a converted and extended Boulton House, which concluded that hotel or short-stay accommodation would be the most appropriate use for both the existing building and its highly sustainable location. This sensitive refurbishment and creative reuse of the building is wholly in line with Manchester's Net Zero agenda.
- 7.6. Operating under The James specially curated short-stay brand – 'Joyce by The James' - the scheme will be Manchester's newest serviced apartment suites, offering short-term accommodation as an alternative to hotels for visitors to the City Centre. Joyce will contribute to the Council's ambition of being the most visited city region outside of London and a top 20 European destination by 2030 through helping support and cater to the demand for accommodation from the growing visitor economy.
- 7.7. The mix of suites can accommodate a wide range of visitors and improve the accessibility to many of Manchester's existing tourist attractions, including the Gay Village, thus boosting the local economy. The introduction of active ground floor uses will positively contribute to the character and culture of the Gay Village, providing additional amenity to the wider community, in line with the aspirations of the Gay Village Action Plan.
- 7.8. Through continuous assessment and consultation, including pre-application engagement with MCC, local ward councillors, Greater Manchester Police (GMP), and the wider community, the Proposed Development has been thoroughly refined to ensure an optimal, viable, and deliverable scheme on the Site.
- 7.9. The Proposed Development has been designed to respond to the surrounding area and context and results in a range of economic, social, and environmental benefits as outlined in Section 6 of this document and summarised as follows:
 - **Viable Reuse of an Underutilised Building:** The Proposed Development repurposes an underutilised building, maximising its potential.
 - **Boosting Manchester's Economy:** The development supports the visitor economy and contributes to Manchester's economic growth.

- **Job Creation:** The scheme will support the creation of employment opportunities.
- **Reduced Waste and Embodied Carbon:** Retaining the existing building significantly reduces waste and embodied carbon.
- **Sustainable Development Principles:** The project adheres to sustainable development principles through its design and construction.
- **Biodiversity Net Gain:** The development achieves a net gain in biodiversity, adhering to local and national policy.
- **Enhanced Gay Village Integration:** The scheme considers the surrounding urban fabric, aiming to become a valued and integrated part of the Gay Village community.
- **High-Quality Landscaping:** New high-quality landscaping will create a strong sense of place.
- **Street Frontage Revitalisation:** Repair and revitalisation of street frontages will improve the streetscape.
- **Improved Pedestrian Access:** The project improves pedestrian connections and accessibility.
- **High-Quality Design:** The development provides high-quality, highly visible, and well-designed buildings.
- **Inclusive and Accessible Design:** The design prioritises inclusivity and accessibility for all users.

7.10. The cumulative effect of all of these benefits will be significant.

7.11. This Planning Statement has assessed all applicable planning policies, guidance and other material considerations and provides full and robust justification for the Proposed Development, alongside a full suite of supporting technical assessments which have been prepared and submitted as part of this application.

7.12. This Planning Statement demonstrates the Proposed Development's conformity with the Development Plan, both in principle and in detail (See Chapter 5). The policy assessment in this Planning Statement has shown that the project is in accordance with the development plan when taken as a whole, as well as relevant material considerations such as the NPPF. Furthermore, the scheme's contribution to economic, social and environmental objectives has been clearly demonstrated.

7.13. Thus, the Proposed Development has a compelling case for approval and merits the full support of the Local Planning Authority.

Appendix A – Application Documents

The Application is supported by the following documents:

Document	Prepared by
Planning Application Forms and Ownership Certificates	Deloitte
Application Covering Letter	Deloitte
Application Site Boundary and Location Plan	SimpsonHaugh
Existing and Proposed Site Plans, Floorplans and Elevations	SimpsonHaugh
Accommodation Schedule	SimpsonHaugh
Design and Access Statement (including Landscape Strategy)	SimpsonHaugh
Planning Statement (including Blue and Green Infrastructure Statement)	Deloitte
Consultation Report	Font Communications
Air Quality	NoiseAir Acoustics & Air Quality
Arboricultural Assessment	Brindle & Green
Archaeological Assessment	Brindle & Green
Biodiversity Assessment and Metrics	Brindle & Green
Crime Impact Statement	GMP
Daylight/Sunlight Review	CHP
Economic Statement	OBI
Energy and Carbon Report	Consulux
Fire Statement	Fire Risk Assessments Limited
Flood Risk Assessment and Drainage Strategy	Nimbus Engineering Consultants
Ground Conditions and Contamination	Create
Heritage Statement	Brindle & Green
Interim Travel Plan	Focus Transport Planning

Document	Prepared by
Local Labour Commitment	The James (M1 Living) Limited
Noise Impact Assessment	NoiseAir Acoustics & Air Quality
Operational Management Plan (including Waste Strategy)	The James (M1 Living) Limited
Outline Construction Management Plan	EOW
Preliminary Ecological Appraisal	Brindle & Green
Television Reception Survey	SCS
Thermal Comfort Assessment	Consolux
Transport Statement	Focus Transport Planning
Ventilation Statement	Consolux

Appendix B - Response to Green Blue Infrastructure

This 'Response to the Green and Blue Infrastructure Strategy for Manchester' ("the Statement") accompanies an application for Change of Use and Full Planning Permission for the redevelopment of Boulton House into 'Joyce by the James' submitted to Manchester City Council (MCC).

The Statement sets out how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy (2022) ('The G&BI Strategy').

In turn, this Statement also demonstrates how the Proposed Development addresses the following policies from the Local Development Plan:

Manchester Core Strategy (2012) – Updated March 2024 following adoption of Places for Everyone Joint Development Plan	Policy EN9 – Green Infrastructure Policy EN15 – Biodiversity and Geological Conservation
The Places for Everyone Plan (2024)	Policy JP-Strat13 – Strategic Green Infrastructure Policy JP-G2 – Green Infrastructure Network Policy JP-G3 – River Valleys and Waterways Policy JP-G6 – Urban Green Space Policy JP-G7 – Trees and Woodland Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

It should be read in conjunction with the Design and Access Statement (prepared by SimpsonHaugh) and submitted in support of the application.

The G&BI Strategy

Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25 was adopted by MCC in July 2015 and subsequently updated in 2022, highlighting approaches, challenges and projects that will help bring the Strategy to life over the coming years.

MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

The overarching vision for the Strategy remains as follows:

“By 2025, climate-resilient well-maintained green and blue spaces remains an integral part of all neighbourhoods. The city’s communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces, and safe green routes for walking, cycling and exercise throughout the city. Green and blue infrastructure will be supporting Manchester’s growth.”

Four objectives have been established to enable the vision to be achieved:

- Improve the quality and function of existing green and blue infrastructure;
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city’s growth;
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and,
- Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides for residents, the economy and the local environment.

Section 3 of the updated G&BI Strategy outlines the progress to date and noted that the G&BI Strategy has acted as catalysts for some of the most groundbreaking environmental projects in Manchester. The Strategy has encouraged collaboration, bringing together organisations in order to deliver bold, innovative action that will benefit Manchester for many years to come.

Section 3.4 of the G&BI Strategy recognises that Manchester is a growing city, with plans for significant growth and development over the coming decade. High quality, green and open space that is appropriate to its location, well designed and well maintained will be an important and integral part of creating successful developments and supporting the city’s growth.

The G&BI Strategy provides initial guidance on how developers can achieve this and recognises that different approaches will be required for different types of development and that different solutions, appropriate to the location, will be needed on each scheme. By considering green infrastructure from the beginning of the design process, developers will be able to understand the surrounding landscape, opportunities to enhance and link to it, and the types of green and open space that could be incorporated within and add value to the development itself.

The Application Site

The Site comprises Boulton House at 17-21 Chorlton Street, a nine-storey office building. It includes associated surface car parking to the east with several small-scale trees and shrubs. The Site's existing green infrastructure is limited.

The Proposed Development

The Proposed Development will retain and refurbish the existing Boulton House, including two new build extensions on the existing car parks comprising ground plus 6 storeys to Bloom Street and 1 storey to Major Street to provide 261 serviced apartment suites. The distinctive new offering will combine the comfort of home with the convenience of high-end hospitality. The plans offer outstanding amenity spaces for guests, including a social lounge, outdoor terrace, business lounge, gym and games room for a premium guest experience.

Assessment of the Proposed Development

This section outlines the vision and objectives of the Manchester Green and Blue Infrastructure Strategy 2022 and response from the Proposed Development.

Green and Blue Infrastructure Objectives

As set out above, the G&BI Strategy establishes four objectives to enable the vision to be achieved. Table B.1 below considers the Proposed Development (as described in Section 1) against these objectives.

Table B.1 The Proposed Development's Response to Green and Blue Infrastructure Objectives

Objective:	Responses:
1. Improve the quality and function of existing Green and Blue Infrastructure to maximise the benefits it delivers.	This development enhances the City's green and blue infrastructure by optimising a currently underutilised site, preventing encroachment on undeveloped land. Joyce's design incorporates new green spaces within the courtyard and roof terraces, improving the quality of the public realm and benefiting future guests, the wider Gay Village community and city centre.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth.	The Proposed Development effectively addresses objective two through the considered integration of green infrastructure. This is evidenced by the incorporation of sustainable drainage systems (SuDS), a green roof, and a semi-private courtyard, all of which contribute significantly to enhancing the green infrastructure provision within the scheme and the wider area. This approach ensures that green infrastructure is a key feature of this new development, which will have a positive impact on the wider Gay Village.
3. Improve connectivity and accessibility to Green and Blue Infrastructure within the City and beyond.	The scheme improves pedestrian and cycle access, enhancing connectivity to wider green and blue infrastructure networks. The development's car-free design, highly accessible location, and provision of cycle parking directly support objective 3 by promoting sustainable transport modes and improving accessibility for all users.
4. 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.	The development's design reflects the Applicant's commitment to sustainable development and will help to enhance public understanding and appreciation of Manchester's green and blue infrastructure assets. This innovative and sensitively designed scheme reflects the growing need for new developments to mitigate the impacts of climate change. An accompanying ecological assessment ensures minimal impact on surrounding habitats and biodiversity, with careful consideration given to Sites of Special Scientific Interest, such as the Rochdale Canal.

Relevant Local Development Plan Policies

Manchester Core Strategy (2012)

Policy EN9 Green Infrastructure

Core Strategy Policy EN9 sets out that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current G&BI Strategy, the Council will encourage developers to enhance the quality and

quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN15 Biodiversity and Geological Conservation

Core Strategy Policy EN15 states the Council will seek to maintain or enhance sites of biodiversity throughout the City and that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Places for Everyone Plan (2024)

Policy JP-G2 – Green Infrastructure Network

Policy JP-G2 states “a strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation.” Where it is deemed feasible, new and existing green infrastructure should be integrated into new development so as to protect, enhance, and expand the green infrastructure network.

Policy JP-G3 – River Valleys and Waterways

Policy JP-G3 states “river valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment.”

Policy JP-G6 – Urban Green Space

Policy JP-G6 stipulates that existing urban green space will be protected whilst new urban green space is encouraged to be delivered. Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

Policy JP-G7 – Trees and Woodland

Policy JP-G7 references there should be a considerable increase in provision of street trees within urban areas, and public access to trees should be enhanced particularly by sustainable travel models.

Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

Policy JP-G8 promotes biodiversity enhancement through various initiatives and put strong emphasis on nature conservation, access to nature, and habitats enhancement.

Applicant’s Response to Relevant Planning Policy

The Proposed Development demonstrably aligns with Manchester's green and blue infrastructure (G&BI) objectives as outlined in the Core Strategy (2012), Policy EN9, and the Places for Everyone Plan (2024).

The scheme maintains and enhances existing G&BI, in accordance with Policy EN9, by optimising an underutilised site and integrating new green spaces within the courtyard and roof terraces, improving both quantity and quality on the site. This approach avoids encroachment on undeveloped land and contributes to a more connected and functional G&BI network, directly supporting Policy JP-G2's strategic approach to G&BI protection and enhancement.

The Proposed Development actively addresses Core Strategy Policy EN9 (Green Infrastructure) and Places for Everyone Policy JP-G2 (Green Infrastructure Network) and JP-G6 (Urban Green Space), by promoting the use

of green infrastructure and providing a high-quality setting with natural surveillance. The development's design actively contributes to biodiversity net gain (Policy JP-G8 and Core Strategy Policy EN15), with the inclusion of tree planting, a green roof, a semi-private courtyard, and SuDS.

Careful consideration has been given ensuring the scheme enhances, rather than diminishes, biodiversity. The creation of high-quality, accessible green spaces within the development (Policy JP-G6) supports positive use of nearby green spaces, promoting natural surveillance and sustainable travel modes (Policy JP-G7). The scheme's car-free design and provision of cycle parking further contribute to sustainable travel and enhanced access to green spaces, in line with Policy JP-G7. The focus on biodiversity improvements including through considered tree planting directly responds to Policy EN15 (Biodiversity and Geological Conservation).

The development therefore actively contributes to a more resilient and biodiverse urban environment, meeting the policy objectives of both the Core Strategy and the Places for Everyone Plan.

Biodiversity Net Gain

The Environment Act 2021 mandates a minimum 10% biodiversity net gain (BNG) for most new developments, calculated using a standard metric. This involves assessing pre-development habitats and planned enhancements, aiming to balance development needs with environmental protection. Developers must either create new habitat or offset losses elsewhere, while still adhering to the established mitigation hierarchy. Exemptions apply to developments with minimal habitat impact (less than 25 square metres) or where the biodiversity value is already zero.

The proposed planting scheme, incorporating native and ornamental species, ensures compliance with national biodiversity standards, as well as the inclusion of a green roof and a courtyard. A Biodiversity Net Gain Assessment demonstrates a projected net gain of 0.08 habitat units (+82.92%).

Summary

The Proposed Development will incorporate soft landscaping, including a central courtyard, integrated planters, to improve biodiversity and the overall visual and sensory experience.

This aligns with the Manchester Green and Blue Infrastructure Strategy's vision and objectives, as well as relevant local planning policies, by improving the quality and function of existing green and blue infrastructure, integrating it into new development, improving connectivity, and promoting awareness of its benefits.

The Proposed Development therefore accords with the vision and objectives of the G&BI Strategy and the relevant Local Development Plan policies when taken as a whole



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