

Application Number	Date of Appln	Committee Date	Ward
137794/FO/2023 and 137795/LO/2023	5th Dec 2023	29 th August 2024	Piccadilly Ward

Proposal Erection of a 34 storey building (land at no. 14-16 Piccadilly) and conversion of adjacent building (no.12 Piccadilly) (basement to fourth floor) to create an aparthotel, including a ground floor cafe (Use Class E (b)), first floor exhibition hall (Use Class F1) and a rooftop bar and restaurant (Use Class E (b)), and associated works.

Listed Building Consent for the external and internal alteration and refurbishment of no 12. Piccadilly to form aparthotel in association with the erection of a 34 storey building (land at no. 14-16 Piccadilly), including ground floor cafe (Use Class E (b)), first floor exhibition hall (Use Class F1) and a rooftop bar and restaurant (Use Class E (b)), and associated works.

Location 12 And 14 - 16 Piccadilly, Manchester, M1 3AN

Applicant Northside (Manchester) Limited

Agent Miss Vanessa Rowell, Avison Young

Executive Summary

The applications propose the erection of a 34 storey building and the conversion of the listed building to create a 251 bed apart hotel A partial basement would be constructed below the new building.

Principle and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and would bring significant economic, social and environmental benefits. It would develop a vacant, brownfield site which has a negative impact on visual amenity. An aparthotel would support the growth of the city centre as a visitor attraction and business destination, domestically and internationally

Economic Benefits: The development would add £1.86 million GVA to the Manchester Economy. A local labour proposal would ensure local people benefit and would create temporary and full time equivalent jobs.

Social Benefits: This proposal would redevelop a derelict and vacant, low quality brownfield site close to Piccadilly Station.

Environmental Benefits: This is a highly accessible area where walking and cycling would be encouraged. Green roof gardens and bird and bat boxes would improve biodiversity. The building would run on all electric systems which would reduce carbon emissions as the grid decarbonises. Sustainable drainage would manage surface water. The site is in a poor condition and has been in need of investment for

some time. The design would improve the appearance of Piccadilly, Chatham Street and Gore Street.

Impact on the historic environment: There would be some harm to the listed building, setting of adjacent listed buildings and setting of the adjacent conservation area. These impacts would be outweighed by the public benefits and would facilitate the delivery of a viable scheme which would mitigate the harm.

Impact on Local Residents: There would be impacts on daylight/sunlight and overlooking. Construction impacts could be managed to minimise the effects on residents and local businesses. Noise outbreak from plant would meet relevant standards. There would be some disruption to local residents and businesses but would not be unusual in a City Centre context and this is an area where change is expected, and proposals of a similar scale have been approved nearby.

A full report is attached below for Members consideration.

Background

Planning permission and listed building were granted in January 2019 (121014/FO/2018 and 121015/LO/2018) for the erection of 23 storey building at 14-16 Piccadilly and the conversion of 12 Piccadilly to create 356 bed hotel. The building would have been approximately 75m above ground level.

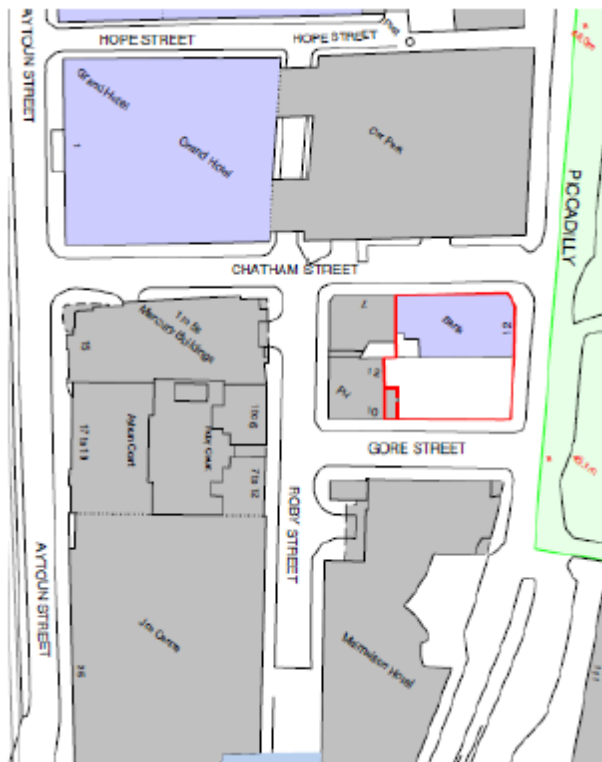
Planning permission and listed building were granted in November 2013 (103766/FO/2013/C2 and 103769/LO/2013/C2) for the conversion of the listed building and the erection of a 20 storey building to create a 258 bedroom hotel.

Previously planning permission and listed building were granted in December 2007 (ref no's 082829 and 082830) for the conversion and refurbishment of 12 Piccadilly and the erection of a 9 storey building to provide offices.

All of these permissions have expired. However, the principle of development on the site, including a new build hotel of 23 storeys and conversion of the existing listed building into a hotel use has been established.

Description of site

The site is 0.07 ha and bounded by Piccadilly, Gore Street and Chatham Street with the Waldorf Pub and Indemnity House, 7 Chatham St, immediately to the rear. It is occupied by the vacant 4 storey Grade II Listed former Union Bank building at 12 Piccadilly and a cleared site bounded by temporary fencing. It forms part of a larger site bounded by Piccadilly, Gore Street, Roby Street and Chatham Street.



The site is adjacent to the Stevenson Square Conservation Area whose boundary is immediately to the north and includes buildings on the opposite side of Piccadilly. The following Grade II Listed Buildings are nearby: the Malmaison Hotel, 77-83 and 107 Piccadilly, The Grand Hotel on Aytoun Street, 13,15 and 19 Paton Street, 68 Dale Street (all Grade II Listed) and The Crown Courts (Grade II* Listed). Indemnity House, Chatham Street is a non-designated heritage asset and forms part of the setting to the Listed Building, when viewed from Chatham Street.



The buildings on the vacant part of the site were demolished in 1980, and the land has since remained undeveloped.

Piccadilly is a key transport node and one of the main gateways into the city for both business and leisure visitors arriving by car and public transport. The site is close to Piccadilly Station in an area that contains a mix of uses including hotels, residential, offices, shops, bars, restaurants and car parks. The main frontage is onto Piccadilly, which is a key pedestrian route between Piccadilly Station and the retail and commercial core.

The nearest homes are at the Grand Apartments (1 Aytoun Street), Mercury Buildings (15 Aytoun Street), Aytoun Court (17-19 Aytoun Street) and Roby Court (1-12 Roby Street). A basement car park at Roby Court has access to Roby Street. The site is also overlooked by the Holiday Inn, Abode and Malmaison Hotels.

The site is in Flood Risk Zone 1 and in a Critical Drainage Area.

The Listed building was built in 1911 and designed by Thomas Worthington and Son. It is constructed of Portland Stone and has a rectangular plan form with a chamfered corner at the main ground floor former bank entrance. The tripartite elevations have channelled rustications to the ground floor, rusticated quoins to all angles of the upper floors and pedimented attic windows articulate the roof. The door at the junction of Chatham Street and Piccadilly is not original and has been replaced. The round-headed doorway on Piccadilly has original doors which provided access to the upper floor offices.

Two former entrances on the Chatham Street have been converted into windows. Windows on Chatham Street have been removed and infilled with rusticated stone to match the plinth. All the ground floor windows have been altered and replaced, but the window at the first and second floors are original 12-pane sashes.

The building has been altered substantial internally. All three staircases to the basement have been removed. The ground floor formerly contained three offices and a corridor between the entrance on Piccadilly and the western entrance on Chatham Street. The western entrance on Chatham Street has been altered and is now a window opening. The Piccadilly entrance provides access to the retained staircase and lift that provides access to the basement and the upper floors. The entrance corridor is clad in coloured marble panels which has been altered and repaired. A utilitarian staircase wraps around a modern lift but there are stained glass windows in the stairwell.



Recent interior views of Level 3, showing signs of water ingress and previous occupation



Recent interior views of Level 4, showing signs of water ingress.



Original image of the ground floor Banking Hall interior



Recent interior views of the Banking Hall, showing condition following soft strip out works



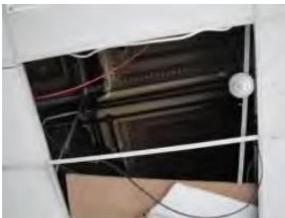
Typical cornice detail and damage incurred by alterations to windows/ installation of suspended ceilings.



Example of the leaded glass windows to the stairwell.



Ground floor illustrating alterations to the plan form and windows (looking east)



Evidence of damaged moulded plaster ceiling of former Banking Chamber



Subdivision of the former office spaces at first floor level



Figure 18: Deteriorated condition of the moulded, coffered plaster ceiling in the former banking hall at ground floor.



Figure 19: Loss of original partitions at ground floor level has created a large open space, connecting former banking hall with former office spaces.

The main corner entrance originally provided access into the 'Banking Chamber' at ground floor level which would have contained banking desks with a staircase down into the basement. The original interior features of the ground floor plan have largely been lost, although areas of coffered plaster ceiling survive. Partitions that separated the former banking hall from the offices beyond have been removed and the original floor plan has been considerably altered, reducing the legibility and ability to appreciate the historic arrangement of the former banking hall in relation to the ancillary office accommodation. An original dividing wall remains at the back of the floorplan which was formerly a small office space with a fireplace.

The basement level is wholly utilitarian with no architectural detailing or character. The basement floorplan has largely been retained, including the former strong room, although later partitions have subdivided the space.

The large office spaces at the upper floor levels were formerly sub-divided and suspended ceilings have been removed. The recent removal of modern partitions has restored the historic floorplan at the first, second, third, and fourth floor levels. These levels are arranged with two large open plan office spaces and a smaller room to the back of floorplan, with the exception of the fourth-floor level where there were only two large rooms and a smaller office space within the block that accommodates the toilets at lower levels. There are interior features such as cornicing, skirting, and architraves. A terrazzo floor is a continuous feature of the upstairs corridors. In addition to the coffered ceiling in the former banking hall, the legibility of the historic internal layout at the upper levels is considered to be the primary features of interest within the interior of the building.

The building has largely been vacant since Barclays Bank vacated it in 2006. Its condition has deteriorated, and a new use is required to ensure it can be restored and brought back into active use.

One of the characteristics of the area is large individual buildings, occupying regular and irregular island sites with total site coverage. This creates a sense of a dense urban environment. Buildings vary in terms of height, scale, mass and bulk and the more modern developments in the area are taller than is typically found in the adjacent Whitworth Street and Stevenson Square Conservation Areas. 111 Piccadilly

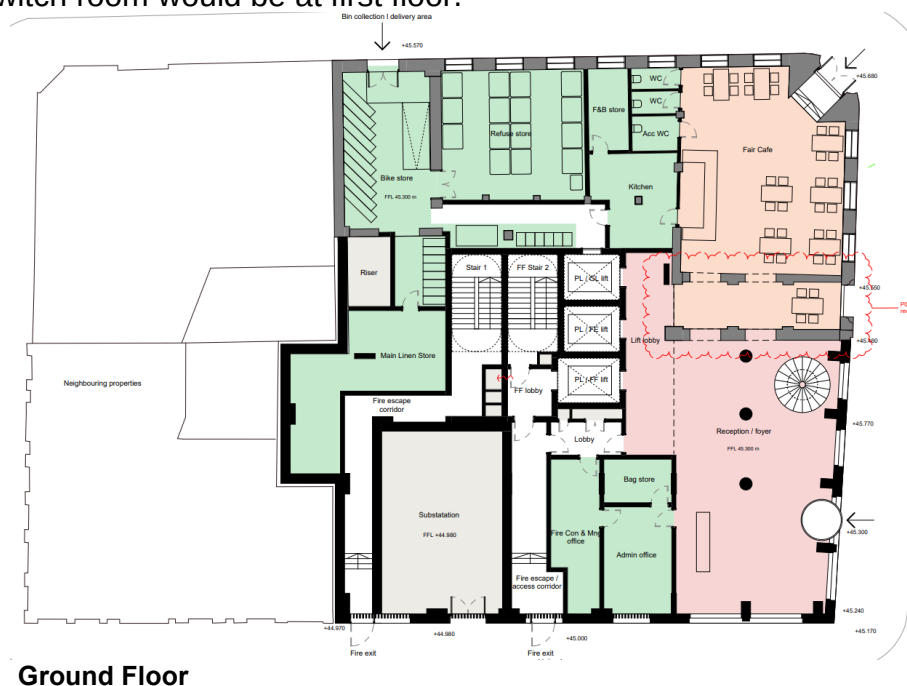
is 19 storeys and at Piccadilly Place there are buildings of between 10 and 14 storeys.

Kampus on the former MMU site on Aytoun Street comprises 478 homes with ground floor commercial space within a 12/15 storey building and two 14/16 storey buildings (112034). At New Manchester Square at Princess Street/Whitworth Street, there buildings of 15, 14 and 11 storeys.

Description of the Proposals.

The applications propose the erection of a 34 storey building (107m above ground level) and the conversion of the listed building to create a 251 bed apart hotel comprising 204 studios, 18 x 1 bed, 16 x 2 bed and 13 accessible rooms (5%). A partial basement would be constructed below the new building.

There would be back of house areas and plant rooms in the basement. The reception area off Piccadilly and a café area would be on the ground floor with further back of house services such as a refuse store, bike store, kitchen, offices and a linen store. A Mezzanine level would have a net zero lifestyle museum, an auditorium/conference room and meeting rooms, and back of house areas such as a staff room, maintenance store, and switch rooms. A gym, meeting rooms, staff rooms and switch room would be at first floor.



- Front of house
- Back of house
- Plant
- Publicly Accessible



Mezzanine



Level 1



Levels 2-4

- Back of house
- Aparthotel rooms

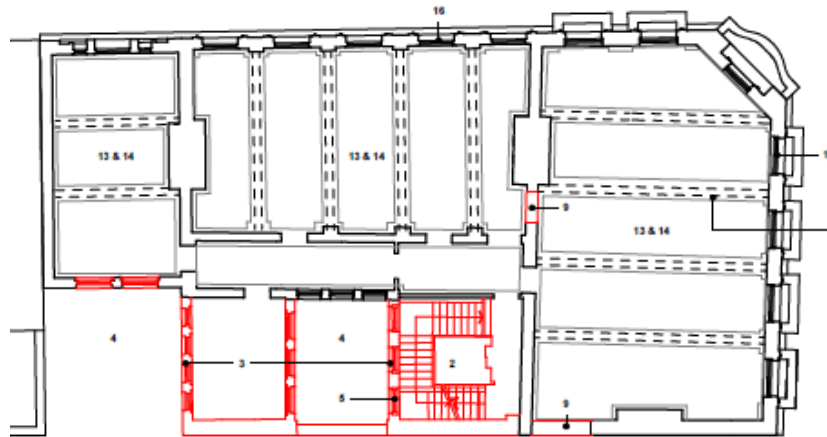


Level 6-20 Plan



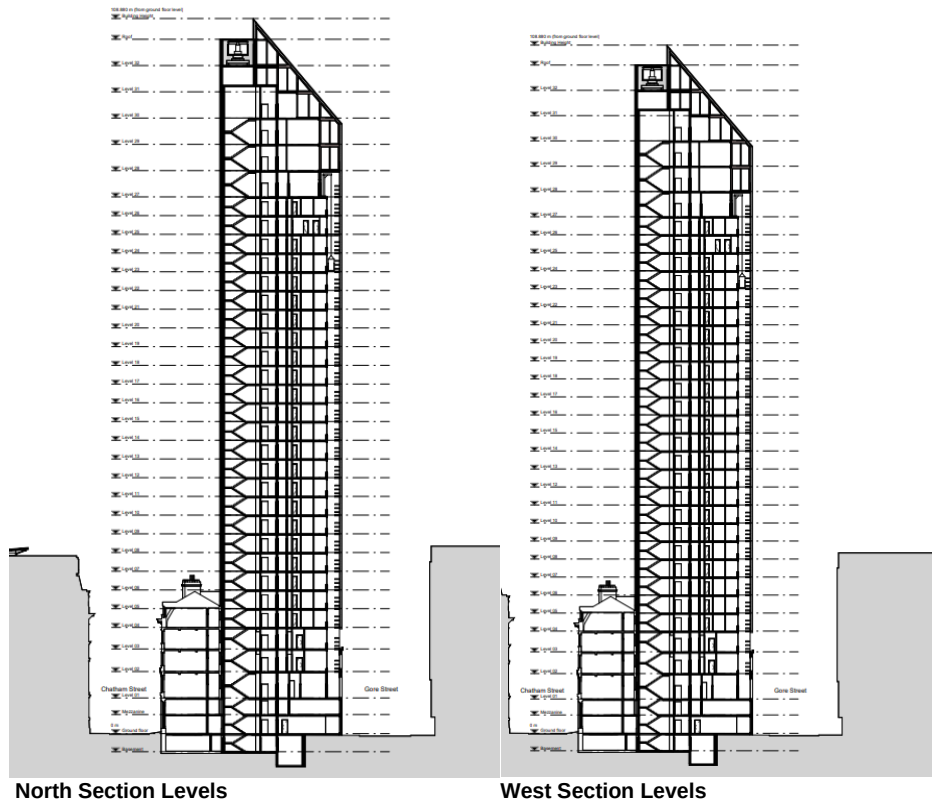
Level 25 & 26 Plan

There would be aparthotel rooms on the second, third and fourth floors of the refurbished Listed Building and all upper floors from level 2 to level 26 in the new build. The internal layout would have a central planting zone with visible greenery on the south east façade. At levels 2 - 4 the tower base would connect to the Union Bank, with the two elements integrated through partial demolition and the infilling of lightwells. The circulation would improve interconnectivity and efficient access and fire escape. At levels 5 - 26, the tower would rise above the Union Bank.



Plan showing level of core removal to facilitate construction of new build and core

There would be a restaurant / bar at levels 28 and 29 with a publicly accessible terrace with planting at levels 30 and flexible amenity space at level 31. Level 32 would house building services. There would be stepped planting zones at levels 28, 30 and 31.



It is noted that the level of intervention in the listed building and the height proposed is greater than the 2019 consent. That scheme did not comply with current safety requirements for means of escape, functionality and accessibility. A second staircase has been included, the size of lift shafts and the space required for risers has increased and amendments have been made to provide a compliant means of

escape and fire brigade access. The circulation and means of escape requirements have been rationalised into a larger optimised single core with consolidated / simplified circulation routes.

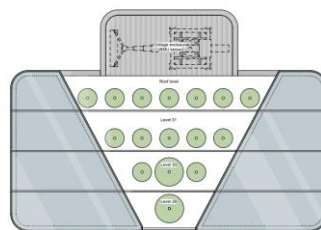
As a consequence of the above key interventions to the listed building would include:

- Demolition of existing stair core, original central staircase, toilet blocks, glazed canopy to lightwell and south-eastern elevation to allow to create a functional core integrated with the new build;
- Infilling of lightwell between stair core and toilet block;
- Formation of structural openings in the party/gable wall at ground and first floor levels;
- Removal of non-original steps at corner entrance on Piccadilly/Chatham Street, demolition of ground floor slab and replacement with lowered slab to match finished floor level of adjacent new build facilitating level access;
- Installation of new mezzanine level between ground and first floor levels by lowering ground floor slab;
- Existing roof to be removed and refurbished;
- Demolition of partitioning basement walls;
- Demolition of internal walls including staircase entrance corridor and ground floor lobby;
- Insertion of structural openings to create connections between the new building and the hotel rooms at levels 1-4 in 12 Piccadilly;
- Insertion of partitions to create new bedrooms, ensuite facilities, and ancillary spaces such as storage at ground floor to level 4;
- Demolition of internal staircase that accesses external escape stair at level 2;
- Small localised openings formed in existing floor slab on upper levels - required to enable risers and gravity water drainage system distribution from individual hotel room ensuites to basement level;
- Repair of plaster ceilings and architectural detailing;
- Refurbishment of Union Bank interiors -The proposal would refurbish the building into active use, and upgrade areas to meet modern standards and performance requirements;
- Replacement of windows at ground level, Level 3, and 4 to reflect the original timber sashes at Level 1 and 2;
- Removal of the basement Strong Room to make room for a substantial new sprinkler tank in the basement and reduce the need for new basement space.
- Sash windows refurbished – Existing panelled sash windows to be refurbished, restored and painted
- Removal of non-original masonry at street level to facilitate basement ventilation.
- Glazed windows replaced with grillage to Chatham Street to provide smoke ventilation to the basement and ventilation to the refuse store.
- Removal of masonry and new door added on Chatham Street façade.

The stained-glass windows to the original staircase are in poor condition and exposed to the elements. They would be salvaged and restored and refitted on the adjacent façade of the lightwell where they will be visible. As the new circulation core is built up to the façade, the stained glass windows would be located internally but on

what was the north façade of the lightwell. A slimline framed secondary glazing system is proposed to the retained historic windows.

The Operator purchased the site in 2022 and aims to deliver a whole, net zero carbon development, and the UK's first net zero tower. They have hotels in London, Southampton and Belfast, and are looking to expand into the north of England with their first in Manchester. Their London hotel, is fully electric, contains blue and green infrastructure and contains a herb garden and lab room. The concept conceived in 2015 aims to combine the best elements from Airbnb, serviced apartments and boutique hotels and appeal to corporate and leisure guests and those seeking alternative forms of residential accommodation.



Roof Plan

The facades would be clad in a mix of unitised curtain glazing, back painted glass, bronze coloured profiled precast concrete, red/ brown reconstituted stone (base)), light grey reconstituted stone and bronze coloured anodised aluminium panels.

The new build element would have a tri-partite composition with a base, middle and top. The top would have an angled roof canopy expressed as a wide cut through the tower. A central winter garden on the south east façade would sit in a tapered arrangement in this opening. This would then be enclosed by two wings of accommodation either side and the core to the north.

The base would ground the tower by responding to the scale of the Union Bank. A clerestory floor at level 3 would break the base from the tower and help to unify the lower levels.

The middle section would have curved corners with a tight skin of alternating double height unitised curtain walling to all facades with the exception of the north façade where there would be the more solid concrete core.

Transparent PVs are proposed to the tower sloping glazed roof.

The development would be expected to achieve a BREEAM rating of 'Excellent'.

Storage space for 35 cycles is proposed. Service entrances would be located on Chatham Street. Parking spaces and 7 on street cycle parking spaces on Chatham Street would be removed to accommodate a proposed drop off zone/ servicing area. Pick-up and drop off for car passengers would be from Gore Street,

There would be two blue-badge bays for disabled guests on Roby Street, 60m from the main entrance. Additional blue badge bays are located within the NCP Manchester Piccadilly Plaza Car Park, opposite the site on Chatham Street

The refuse store would be accessed from Chatham Street and would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 7.00', with general; co-mingled; organic and pulpable waste streams

It is envisaged that visitors who arrive by car would use car parks nearby. A Framework Travel Plan has been provided.

The proposal would oversail the adjacent Waldorf Hotel by approximately 2.6m. There is a legal agreement in place that facilitates this

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This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement; Planning Statement including Statement of Community Consultation; Tall Buildings Statement; Economic Benefits and Regeneration Statement; Local Labour Agreement; ; Heritage Assessment; Energy Statement; Circular Economy Statement; BREEAM Assessment; Ventilation Strategy; Ecological Survey and Assessment (Including Bat Survey); Noise Assessment; Archaeological Assessment; Phase 1 and 2 Geo-environmental Assessment; Flood Risk / Drainage Strategy; Transport Statement and Travel Plan; Fire Statement; Crime Impact Statement; TV Reception Survey; Broadband Connectivity Assessment; Construction Management Plan; Air Quality

Assessment; Structural Engineering Report; Waste Management and Servicing Strategy; Local Labour Agreement; and Environmental Statement including Chapters on Climate Change; Socio-Economic Impact, Built Heritage Daylight, Sunlight and Overshadowing, Townscape and Visual Impact, Wind Microclimate and Ground Conditions.

Consultations

Publicity – The occupiers of adjacent premises have been notified on 2 occasions and the proposals have been advertised in the local press as a major development, affecting the setting of a listed building and the setting of a conservation area, affecting a public right of way and accompanied by an Environmental Statement (137794/FO/2023); and, as affecting a listed building and the setting of a conservation area (137795/LO/2023). Site notices have also been placed adjacent to the application site.

6 objections and 1 letter of support have been received the objections relate to concerns about the design, impacts on Sunlight and Daylight, impacts on Amenity and Privacy, impacts on Heritage Assets and Traffic and Highways Impacts and are summarised below:

Design

- The proposal would be hideously out of character for Piccadilly.
- An obnoxious, oppressive looking building that is clearly totally out of scale for the adjoining bank, the area as a whole and the narrow plot of land it will sit on. Whilst the curved angles softens the blow, the dark cladding and blank wall on the Piccadilly Gardens elevation are totally unforgivable. With Piccadilly 111, the areas tallest building at only 64m, this would be the dominating beacon for all to see at 106m, tourists and residents alike, and it is simply too tall and not good enough. It has zero symmetry with neighbouring buildings.
- The proposed height is far too high for the area. Last time I objected to the proposal for this site it was for a 23 storey building - now it's 34 storeys. In terms of the noise and disruption caused locally in terms of traffic servicing the aparthotel this proposal is clearly even worse than the previous ones. Ditto in terms of lack of light to neighbouring properties.
- A return the 1980s. Really, really horrible design that will provide an unimpressive welcome to visitors at Piccadilly station. Is this really the best we can do? For starters it turns its back on the city. The curved angles hark back to an 80s shopping centre and the colour scheme doesn't fit in with the area. It's also far too tall and imposing, certainly from the Piccadilly Basin aspect, a total blot on the landscape. Back to the drawing board I hope, and something more fitting with the area in terms of design and scale
- In terms of the height of the proposed building. I have studied the Tall Building Statement in some detail and most strongly refute and oppose what are described in that statement as the 'moderate beneficial effect' of the proposed building on local viewpoints. My impression when studying the CGI images is

of a grossly over-tall building, of no especial architectural merit, looming unnecessarily over the existing setting.

- Section 9.4 of the statement claims that the applicant and design team are 'familiar with the issues associated with developing high quality buildings in this part of Manchester' but they cannot be that familiar with it since in section 4.8 they mention the Employment Exchange on Aytoun Street as being part of the surrounding cityscape - a building that was knocked down some years ago in favour of the Holiday inn. This does not give me confidence in their ability to deal sensitively with this site, any more than do the CGIs.

Impacts on Sunlight and Daylight Levels

- Far too much light has already been taken from the streets of Manchester by too many tall buildings above 3/4 storeys which prevent the sky being seen from the street.
- We have lost a lot of our view of the sky in the centre of Manchester and we won't get it back; let's not make it worse.

Impacts on Amenity and Privacy

- I strongly oppose this application, on the grounds both of long-term noise and disruption to local neighbours.
- A previous planning application had the whole of that proposed development as a solid building face. This new/revised application shows hotel room windows facing my location. This is an infringement on my privacy, and I estimate that approximately 10 floors will look into my location, both living space and more impactful to me, into my principal bedroom. I note that on each floor, there will be four windows facing onto my location; two are noted as 'glazing with aluminium frame with PPC finish' which I presume are bedrooms and two noted as 'back painted/obscured glazing panel'. I have interpreted the first as being clear glass and the second to be frosted or opaque glass. Whilst I object to being overlooked and to losing privacy, I recognise that the city is growing and the hotel will be an additional amenity to help its prosperity. I would have no objection if the clear window glass on the West elevation were substituted with frosted glass. I would see this as a compromise as the corner hotel rooms would retain their North or South facing clear glass windows and would have a frosted light source on the West facing elevation. It would, by my interpretation, give the West facing rooms the same clear glass area as other rooms on the North and South facing elevations.
- I am concerned that in addition to blocking natural light, the proposed rooftop bar and restaurant will directly intrude upon my privacy within my home as well as bringing significant noise and additional light pollution which will disturb local residents.
- The development would block a large percentage of natural light into my apartment, the primary windows of which face the building's direction. This would have an extremely detrimental impact on my quality of life, particularly as I work from home full time. 34 storey's is an excessive height and is not in

keeping with other buildings in the local area, which is a mix of residential and commercial.

Impacts on Heritage Assets

- This will further worsen the first impression of visitors to Manchester from the station. The old bank building must be maintained for its historical value, any further development of the surrounding land must be a maximum 3/4 stories to maintain sky view and be in keeping with the rest of the buildings on the street

Traffic and Highways Impacts

- The proposal, which does not include any parking options, actually takes away existing parking spaces to create (inevitably noisy) loading bays.
- My main concern re parking (which is already very expensive), worsening traffic and pollution both due to the increased traffic this will cause as well as the unreasonable lack of access to Portland Street that has already reduced the available routes out of the city centre. At the least you should allow unrestricted access to Portland Street for through traffic if you allow this application.

Other

- Piccadilly suffers anti-social behaviour this Building would darken the street.
- The plan for an aparthotel in this location is completely unnecessary. This area is already overpopulated by hotels. In the immediate surroundings there already exist a great number of hotels, aparthotels etc including; Malmaison Ibis Styles (Portland Street) Holiday Inn Doubletree by Hilton Premier Inn(s) Abode Staycity Velvet Hotel Britannia Mercury Hotel Dakota Cove Motel One Piccadilly Central Travelodge Easy Hotel Clayton as well as numerous others in the locality. There is no need, nor any commercial viability, for another hotel / aparthotel at this location; the market is already saturated and this addition would not bring anything of value to the area in this respect.
- I cannot support a 34 storey, unsympathetic redevelopment, partly of a historic building, which brings little local value and merely provides more hotel rooms. This does not serve the local community.
- Construction at this site, and to this height, would cause prolonged noise, dust and traffic / pedestrian disruption and potentially cause damage to other local listed buildings in the area.

Support

The letter of support states that they are pleased to see a planning application for a tower that has something at least a little more interesting about it. It notes that it would be very disappointing if this design was watered down. We need more eye catching & interesting silhouettes great design & architecture attracts tourists

137794/FO/2023 and 137795/LO/2023

Historic England – Historic England are supportive of the principle of bringing the listed building back into an active use. They welcome amendments made to the

scheme since pre-application discussions that would preserve more elements of the historic building. These include the re-use of stained glass panels, reuse of marble panels, retention of cill heights on the ground floor, and revision of the floor plan at ground floor so the historic building remains more legible. They are particularly happy to see that the original lobby and entrance corridor to the banking chamber would not be entirely eroded, and there would be greater distinction between the cafe and hotel lobby. These very positive measures that would reduce the harm to the significance of the listed building.

Historic England does however have concerns on heritage grounds specifically in relation to the removal of the party wall of the listed building and the removal of the original staircase core.

They were pleased to see that heritage interpretation materials will be present on the ground floor in the former banking hall. This is an effective way to celebrate the buildings heritage and add value by incorporating a heritage interpretation element and heritage-themed design. As long as there is adequate signage and information directing to the more substantial museum and educational offer, they accept that this is best placed on the first floor away from the café and hotel lobby. They also accept that the only feasible location for the bike and bin stores is where they are indicated on the proposal plans.

They have concerns about the height and design of the new build which would alter how the listed building is understood and be experienced and would distract from the appreciation of its handsome architectural character.

They support the principle of repairing and renovating the listed building and bringing it back into use but remain concerned about the scale of the tower, and the resulting harm to the significance of the listed building through impacts on setting.

The issues and safeguards outlined in their advice need to be addressed in order for the applications to meet the requirements of paragraphs 205, 206, and 207 of the NPPF. They recommend the LPA assures itself that the harm identified is supported by a clear and convincing justification (NPPF 206) and that the public benefits that it would bring about would outweigh the harm caused (NPPF 208).

APP REF NO 137794/FO/2023

Head of Highways- No objections subject to conditions relating to cycling, off-site highways works, Delivery and Servicing Management Strategy, servicing and waste management, travel plan and construction management.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - No objections but recommends conditions relating to mitigation of any contamination, acoustic insulation of the premises and any plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place and the management of construction.

Greater Manchester Police (Design for Security) – No comments received.

Greater Manchester Ecology Group - No objections and note that no significant ecological constraints were identified by the ecological consultant. No evidence of bats was found and on this basis no further information or measures are required to protect them. Recommend conditions to secure biodiversity enhancements.

Flood Risk Management Team – Conditions are required to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives

Environment Agency – Have no objection

United Utilities – No objection but have recommended a condition relating to drainage

Greater Manchester Archaeological Unit – No objections. The delivery of the proposal would have a negligible impact on archaeological remains and no further consideration of archaeological matters is warranted.

Work and Skills – Recommend that a local labour condition is included for the construction and end use phases which incorporates a requirement to provide a report of local labour achievements.

Manchester Airport, Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

Canal and Rivers Trust – Have no comments

Active Travel England – Have no comments

Issues

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995) together with the recently adopted Places For Everyone (PfE) Joint Development Plan. The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles this is a highly accessible location and the proposal would reduce the need to travel by private car, support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The employment would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport The development would be highly accessible, reduce the need to travel by private car and make effective use public transport. Sustainable transport improves physical connectivity and enhances the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment The development would seek to protect and enhance the natural and built environment and ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of the area by removing the current feeling of dilapidation. The scheme would complement existing and recent developments and improve street level activity and natural surveillance.

Policy EC1 (Land for Employment and Economic Development) – The proposal would develop a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected and would encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place. It would provide users and employees with access to a range of transport modes and create a safer place by reducing opportunities for crime.

Policy EC3 (The Regional Centre) – The proposal is in an appropriate location close to sustainable transport facilities. The scale and type of development would not undermine delivery of employment space elsewhere.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – The hotel would be in a part of the City Centre identified as a focus for primary economic development.

Policy CC4 (Visitors - Tourism, Culture and Leisure) - The development would improves facilities for visitors and provide essential infrastructure to meet demand for bed spaces. A hotel operator is in place and a Viability Assessment demonstrates that the proposal is viable.

Policy CC5 (Transport) - The proposal would be accessible by a variety of sustainable transport modes and would help to improve air quality.

Policy CC6 (City Centre High Density Development) – This high density development would use the site efficiently.

Policy CC7 (Mixed Use Development) – The ground floor would be active.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and operation.

Policy CC9 (Design and Heritage) - The design would be high quality. Its impact on the settings of nearby listed buildings and the Stevenson Square Conservation Area is discussed in more detail in the report.

Policy CC10 (A Place for Everyone) – The proposals would complement the regeneration of Piccadilly and the Kampus SRF Area and would be fully accessible.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect people to jobs, local facilities and open space.

Policy EN1 (Design Principles and Strategic Character Areas) – The design would activate streets and enhance legibility and would reuse a vacant listed building. The design is discussed in more detail below.

Policy EN2 Tall Buildings – The proposal would have a positive impact on views of the City and the areas regeneration. Its landmark nature close to Piccadilly Station would contribute positively to placemaking. The design is acceptable and the proposal would be highly sustainable. The impact on the listed building and the setting of others affected heritage assets is discussed in more detail below.

Policy (EN3 Heritage) – The impact on the settings of the nearby listed buildings and the Stevenson Square Conservation Areas is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 The development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies- An Energy Statement sets out how it would comply with this policy.

Policy EN8 (Adaptation to Climate Change) – A BREEAM Assessment and Sustainability Report, identifies measures that will ensure that the development would reach a target rating of “Excellent”.

Policy EN14 Flood Risk – The site is in Flood Risk Zone 1 with a low risk of flooding. Surface water runoff would be minimised. The design would mitigate flood risk.

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and biodiversity enhancements are proposed.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. The

proposal would not compromise air quality. No parking is proposed on site. Cycle storage would encourage cycle use by guests and staff. Dust suppressions measures will be used during construction.

Policy EN17 (Water Quality) – An assessment of the site's ground and groundwater conditions shows the proposal would be unlikely to cause contamination to surface watercourses and the impact on water quality can be controlled by a condition.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies risks from ground contamination which could be controlled through condition.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The on site management team would manage various waste streams.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building and impacts on amenity. These issues are considered in full in this report.

DM2 'Aerodrome safeguarding' - the proposal would not impact on aerodrome safety.

Saved UDP Policies

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC18.1 Conservation Areas –The setting of the adjacent Stevenson Square Conservation Area would not be fundamentally compromised by the proposals. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would secure the retention, restoration, maintenance and continued use of the listed building and protect its general setting. The alterations would not on balance have a fundamentally detrimental effect on the architectural or historic character of the building and would preserve and enhance the settings of listed buildings by reinstating the street block.

Saved Policy DC20 Archaeology – An archaeological desk based assessment concludes that the archaeological interest in the site is negligible and as such no further investigation is warranted.

DC22 (Footpath Protection) - The development would improve pedestrian routes in the local area through ground floor activity and repaving.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by an acoustic assessment and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Other material policy considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The Plan is now adopted planning policy and its policies must therefore be given significant weight in the planning balance.

The relevant policies in the Plan are as follows:

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development on a strategic through route removing a vacant and poor quality site from the area creating a high quality development with enhanced street level activity and legibility.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance of Piccadilly stations, Metrolink stops and have with access to the local bus connections at Piccadilly Gardens.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes Air Source Heat Pumps and PV's and there would be improvements as a result of planting within the upper floors.

Objective 8: Improve the quality of our natural environment and access to green spaces – biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth. The aparthotel accommodation would support employment and economic growth. It would create jobs during construction and when in operation.

Policy JP- Strat2: City Centre- This would be a high density scheme in a highly sustainable location. Biodiversity would be improved. The hotel would support

tourism activity in Greater Manchester and in particular the role of Manchester City Centre.

Policy JP-S2: Carbon and Energy – Approximately 52% and 42% of the new build's and repurposed listed buildings on-site energy needs respectively is to be provided through on site renewable technologies. The proposal would include MVHR served from Air Source Heat Pumps and would exceed the performance requirements under Part L 2021.

Policy JP-S5: Flood Risk and the Water Environment – The development would have an integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – An accessible parking space would be provided on York St. Construction activities can be mitigated to minimise the impact on air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be on site planting and potential for inclusion of bird and bat boxes which would increase biodiversity.

JP-P1 Sustainable Places – The proposal would develop a partially cleared site and vacant building. The development would promote recycling.

Policy JP-P2: Heritage – The proposals would conserve, sustain and the historic environment and heritage assets and their settings. Public benefits would be delivered whilst reinforcing Greater Manchester's distinct character, identity and sense of place. Architecture and materiality would be high quality.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways would support an integrated network of streets, improving permeability and accessibility to the city centre.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007) - This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people, pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Sections of relevance are:

–Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;

- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

–Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

–Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Piccadilly Basin Masterplan and SRF – Piccadilly Basin could deliver extensive and comprehensive development. Investment would complement established regeneration initiatives elsewhere in the city centre, and in particular the north east at Ancoats and New Islington.

The proposal is adjacent to the SRF area and would complement the aims, objectives and opportunities that the SRF seeks to secure.

North Campus Strategic Regeneration Framework, January 2017 - The Application Site is located to the west of the North Campus SRF area. The North Campus is one of the few large, centrally located sites in Manchester City Centre yet to undergo major regeneration. There are vast opportunities that have been identified

in the area that will allow this part of Manchester to reconnect with the city and with other redevelopments in its vicinity. It is anticipated that the North Campus will be able to provide and deliver numerous social, economic and environmental benefits to Manchester and to the wider North West region.

Close to Manchester's Piccadilly train station and Oxford Road, North Campus will enhance city centre connectivity. The area will also benefit directly its proximity to the integrated transport hub and from the delivery of both HS2 and Northern Powerhouse Rail (NPR).

As well as creating the opportunity for new homes and jobs, the benefits of North Campus to the city of Manchester include accessibility and direct connection to the University of Manchester's main campus to the south-west, and central Manchester to the north of the site. The Application Site is well positioned on Charles Street to help improve this connectivity along east-west routes from Oxford Road to Piccadilly.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities

The site of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city.

The proposed development would be complementary to the realisation of the opportunities set out above. It would enhance the sense of place that the recent completion of the Kampus development whilst strengthening physical and visual links between the City Centre and key regeneration areas beyond.

Relevant National Policy

The revised NPPF re-issued in December 2023. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a Strong, Competitive Economy' states that Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic

growth and productivity, taking into account both local business needs and wider opportunities for development (para 85). The proposals would add 251 aparthotel rooms to the City's hotel offer and create jobs during construction and operation. These benefits are further quantified below.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 96). The proposal would be safe and secure. Cycle parking is provided.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (para 109).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 114).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 116)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network

with physical and operational measures to promote non car travel. A travel plan would be secured as part of the conditions of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124).

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 127).

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 128).

The proposal would re-purpose a vacant brownfield site currently in deteriorating conditions which has a negative impact on the street scene. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The aparthotel would meet known regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site. This would be a car free development reducing car journeys to and from the site.

A viability assessment submitted with the application supports the case within the current market for a building of the height proposed.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); 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 (including green and other public spaces) 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 (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be high quality and complement the distinctive architecture within the area. The building would be sustainable and low carbon. The Proposed Development would include biodiversity enhancements and green infrastructure.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas

emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 157).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 159).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 162).

The buildings fabric would be highly efficient and it would be all electric. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Recommendations are made within an Ecology Assessment about biodiversity enhancements.

Paragraph 189 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 191 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 192 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. A travel plan and access to public transport encouraging alternative travel choices. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications the following considerations apply:

Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generation (para 195).

Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary (para 200).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (para 203).

When considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to its conservation (and the more important the asset, the greater the weight should be), irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm (para 205).

Any harm to, or loss of, the significance asset (from alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (para 206).

Where a proposal will lead to less than substantial harm, the harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (para 208)

Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred (para 210).

Local planning authorities should look for opportunities for development in Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably (para 212).

The proposal would result in a degree of harm to heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)- The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants; • means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality; controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;

- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;

- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other National Planning Legislation

Legislative requirements

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

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) sets out the mandatory planning requirements for Biodiversity Net Gain.

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

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

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

The application is in the Stevenson Square conservation area on the north-eastern edge of the City Centre. It was designated in February 1987 and extended in December 1987 to include houses on Lever Street and Bradley St. It contains a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in it are Victorian or early-20th century. Most are related to the cotton industry, often warehouses,

showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. One of the key aims for the area is to improve and restore this characteristic where it has been eroded.

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas: Townscape and Visual Impact; Built Heritage; Sunlight and Daylight and Overshadowing; Wind Microclimate; Climate Change and Cumulative Effects. The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current site condition as a cleared site.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information: -
A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment.

- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets.
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. Conservation Area Designations

The Schemes Contribution to Regeneration and Socio Economic Impact

The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its economic success. There has been a significant amount of regeneration in Piccadilly area over the past 20 years through private and public sector investment. Major development has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle and on Aytoun Street. This will continue as new opportunities are presented by investment in ID Manchester and Mayfield.

This regeneration has created a high quality mixed use area and this proposal would continue this process. It would support the economy and improve street level engagement and help to sustain a vibrant place to work and live.

The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives, including the Greater Manchester International Strategy. An aparthotel would support the growth of the city centre as a visitor attraction and business destination, domestically and internationally. It would be located close to a major transport hub with exceptional connections and would promote sustainable economic growth.

Manchester's cultural, tourism and leisure sector has grown significantly, supported by an increase in city centre hotels. Further hotels will be required to support the city's growth ambitions. A broad range of hotel rooms is required in locations that are easily accessible to tourism and business leisure destinations. The diversification of the current offer would improve and enhance its attractiveness.

Tourism is a critical part of the economy of the city region. It is estimated that Tourism in Greater Manchester supports £6.6bn economic impact including £4.9bn in Manchester supporting 53,400 FTE in the City.

Occupancy rates for hotels have returned to pre-covid levels at 76% over the past 12 months. However there has been a drop of new openings and a decline in buildings and rooms under construction since the start of the pandemic and the proposed development would support the delivery of a pipeline of accommodation to meet predicted demand increases.

The Greater Manchester International Strategy 2022 – 2025 identifies that the hotel sector is thriving aligning with its key ambition to raise the regions profile as a welcoming, vibrant and diverse area with a strong cultural, sport and place offer. This proposal would support that ambition.

The open nature of the site creates a poor appearance and has a negative impact on the street scene. It fragments the historic back of pavement building form and creates a poor arrival experience for visitors arriving from Piccadilly Station. The development would enhance the street scene and reinstate the historic building line and the design would respond to its context and the area's heritage.

The development would contribute to the economy and complement nearby hotel, residential and commercial uses. It would create employment during construction and permanent employment from the use and supply lines. The proposal would create 66 FTE direct jobs and 20 FTE indirect job during construction. It is estimated that the total gross employment impact in operation would be 47 FTE jobs, with an annual GVA impact of £11.5m.

A local labour proposal would be agreed to ensure local employment.

The proposed use is therefore considered to be consistent with the Core Strategy policies SP1, EC1, EC3, CC1, CC4, CC7, CC8, CC10, EN1 and DM1 together with the NPPF

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 34 storey building is appropriate in this location and this needs to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE

Principle of height, massing and design

Tall buildings can play an important role in shaping perceptions of an area. The Core Strategy requires tall buildings to create a unique, attractive, and distinctive City. They should enhance the character and distinctiveness of the area without adversely affecting valued townscapes or landscapes or intruding into important views. The site and its context undermine the quality and character of the townscape in the area and the lack of street level activity creates a poor impression.

The site is close to Piccadilly Station which is one of the most important gateways into the city. Piccadilly is a key desire line for many people arriving in the City and the site is part of their first impressions of Manchester. The site has largely been in its current condition for over 15 years and requires investment.

The proposal would make an efficient use of the site and would restore a vacant listed building and ensure its long term conservation. The principle of a tall building on this site has been established by previous permissions.

The proposal would be higher than the previous approval. This is a relatively constrained site that contains a listed building. A quantum of bedrooms is required to ensure the scheme is viable and this has driven the height increase. This need for increased height and level of intervention in the historic fabric has been demonstrated through a viability appraisal and is necessary to regenerate the site and deliver a viable and functional proposal.

The site forms part of the setting of the Stevenson Square Conservation Area. The buildings on the north east side of Piccadilly within the Conservation Area are a mix of Victorian Commercial and Warehouse Buildings and 20th Century buildings. 111 Piccadilly at the junction with Ducie Street adjacent to Piccadilly Station is considerably taller.

Outside of the Conservation Area on the south east of Piccadilly buildings are more varied in terms of age, style, scale and massing with many constructed during the past 15-20 years, These range from 7 to 15 storeys.

A building of the height proposed would create a landmark which would signal arrival to the city and assist legibility. It would enhance the sense of place, creating a point for orientation and reference. The proposal would be 'read' in conjunction with 111 Piccadilly which is located diagonally opposite forming part of the entrance sequence to the city.

Paragraph 135 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good

architecture, is sympathetic to local character and which optimises the potential of the site.

The proposal would provide a sense of enclosure, define the street block and dense urban grain and follow the historic back of pavement building line.

The new building would have a tripartite subdivision that is typical of the larger historic buildings in the Conservation Area with the materials and fenestration arrangement clearly helping to differentiate the ground floor, the middle section and the skyline.

The massing would be as a base and a tower. The tower would be prominent on the skyline whilst the base would relate to the scale and grain of the older buildings along Piccadilly. The 4 storey base would reflect the height of the buildings that constitute the 3/5 storey urban block bounded by Chatham Street, Piccadilly, Gore Street and Roby Street. It would provide a human scale at street level and together with the reuse of the listed building, help to provide a vibrant streetscape. The middle section would have a repetitive rhythm and the upper floors would form the crown.





The building would have large areas of glazing, curved corners and a stepped roof. The tower would be viewed as a separate building and a modern intervention and the listed building would retain its prominence at street level. The ground floor uses and treatment would respond to the immediate context. This would help to integrate the site into its urban context and reinforce the definition of the streetscape.

The site requires investment. It creates a poor impression and undermines the quality and character of the area. A development of this scale is appropriate so long as the impacts on the amenity of local residents are within acceptable levels

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design and technical team recognise the high profile nature of the proposal. The proposal has been prepared by a consultant team with experience and expertise of schemes in Manchester, particularly tall buildings, and are therefore familiar with the issues associated with developing high quality buildings.

Architectural Quality

The key factor are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale require a high quality design response. The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.



The design would provide architectural interest and a coherent language and use a limited palette of materials and consistent tones. Building scales and façade in the area differ and there is no prevailing language to the adjacent streetscape. However the red/ brown tones would complement the red brick found on many of the adjacent buildings.

A regular grid arrangement on the facades would reflect the proportions of adjacent older buildings. The building would have a tripartite sub-division and the architectural elements would give the building character and depth. The base and entrance would be open, active, and highly visible. A triple height void over the entrance would provide visitors with a sense of arrival.



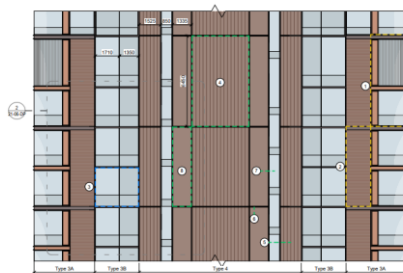
1 Piccadilly Elevation - East
1: 100



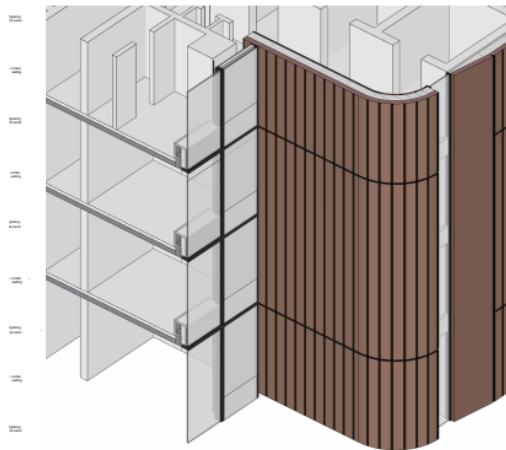
2 Gore Street Elevation - South
1: 100



1 North Elevation
1: 100



2 South Elevation
1: 100



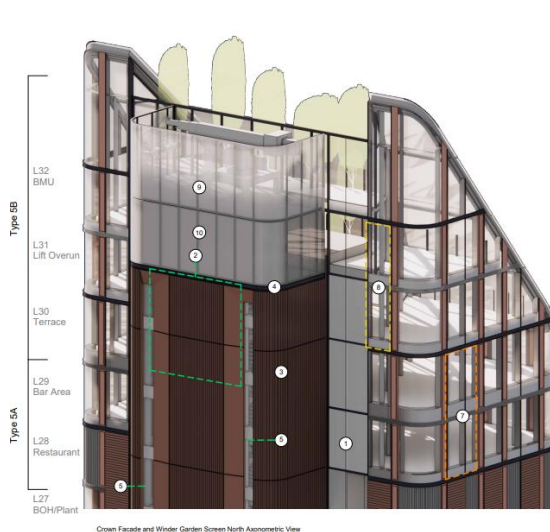
5 Axonometric - Cladding Type 3A + 4



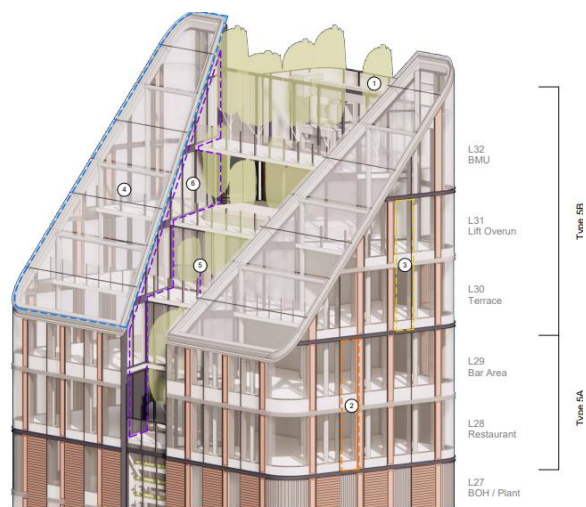
Robb Street Elevation - West

The base would reference the detailing and proportion of 12-14 Piccadilly with deep reveals and punched window openings providing robustness and substance. The precast solution for the base with wide joints reflects the rustication of the bank building. This creates the effect of a heavily textured base to the tower element of the scheme which would successfully ground it within the street scene and form a strong visual relationship at street level with the listed building. The architecture of the lower levels of the new building provides subtle references to the historic bank which would result in a contrasting, if complementary, pair of frontages. A clerestory floor at level 3 breaks the base from the tower, helping further unify the lower levels with the adjacent buildings.

The building requires a substantial core that would be located on the north west elevation facing Piccadilly Gardens. This would include large areas of glazing to the top of the core and windows with an angled panel that makes a larger feature of them and reduces the solidity and mass of the core. The use of heavily textured solid elements would create some interest.



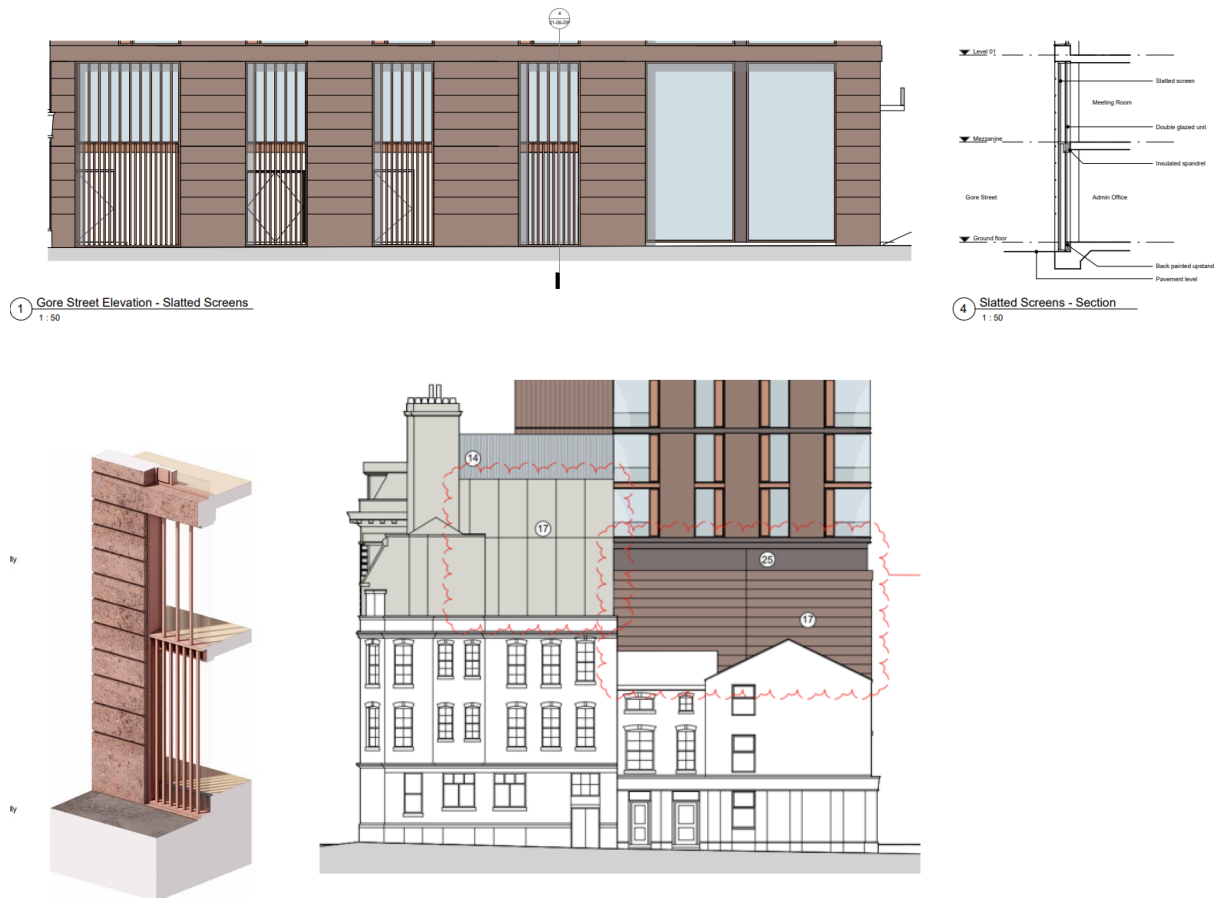
Crown Facade and Winder Garden Screen North Axonometric View



Crown Facade and Winder Garden Screen South Axonometric View

The top of the building would have an angled roof canopy and provide articulation. It would have a central planting zone on the south east façade.

The detailing of elements such as screening of louvres and articulation of non-glazed elements would enhance the overall quality of the proposal and the articulation of the building including street level interfaces.



This would be a well detailed development which is appropriate given its height and visibility, particularly in views for those arriving in the City from Piccadilly Stations.

Contribution to public space and facilities

The active ground floor uses would provide animation and activity on Piccadilly, Chatham Street and Gore Street. This would improve safety and passive surveillance and help to revitalise the area. The development would enhance connections between Piccadilly Station and Piccadilly Garden and the commercial core beyond.

Sustainability / Climate Change Mitigation: Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. The energy strategy sets out how the operational and embodied carbon would contribute to Net Zero Carbon targets.

A Sustainability Services Energy Statement and Circular Economy Statement assesses physical, social, economic and environmental effects in relation to sustainability objectives. It sets out measures that could be incorporated across the lifecycle of the scheme to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through

good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing.

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions (Part L 2010). The development would achieve an 7% improvement on Part L 2021. If the development was assessed using Part L 2010 there would be an improvement of 54%. A BREEAM pre-assessment demonstrates that the proposal can achieve an 'Excellent' rating.

The building would be all electric with Air Source Heat Pumps and PV's generating some low carbon heating and hot water. It is expected that 52% of one site energy requirements in the new build and 42% in the listed building would be provided on site. The infrastructure would allow the scheme to become zero carbon over time as the grid decarbonises.

The effects on climate change would be mitigated where possible. BREEAM credits require climate change to be considered in the design of the building envelope and services and the proposal would be future proofed where reasonably possible.

A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving. Circular economy principles have been integrated in the design from the early stages, to maximise opportunities for designing for longevity, adaptability and flexibility, and reducing the whole life carbon impacts and a Whole Life Cycle Analysis (WLCA) assessment has been carried out.

The proposal would follow circular economy principles, with recycled materials used where possible, and the potential for design to allow for easily dismantling and reusing building materials to reduced embodied carbon. Adoption of principles set out in BREEAM concerning waste and monitoring of material transport would further assist the overall impact.

The following elements of the design demonstrate the Circular Economy aspirations of the proposal

- The Bank would be refurbished as an integral part of the proposal, preserving its architectural character and contributing to material and resource efficiency.
- Material efficiency through structural analysis has informed the design. A site survey assessed ground conditions to avoid oversizing of foundations. The area of new basement is relatively small, resulting in material efficiency.
- Modern construction methods such as off-site manufacturing would reduce the volume of materials used.
- The proposal reduces resources other than materials, including energy, water and land as this is a pre-developed site.
- The design principles aim for longevity, adaptability and flexibility, so that the lifespan of building elements and materials can be extended.
- The design would prioritise materials that are responsibly and sustainably sourced. This will be explored further in the next design stages when materials specifications will be developed in further detail.

- The proposal would manage waste in a sustainable manner and at the highest value, including demolition, construction and municipal waste

The proposal would make a positive contribution to the City's carbon reduction objectives and is, subject to the ongoing decarbonisation of the grid is capable of becoming Net Zero Carbon in the medium to long term whilst achieving significant CO2 reductions in the short term.

Relationship to Transport Infrastructure, Cycle Parking Provision and Servicing and Deliveries

All sustainable transport modes including trains, trams and buses are nearby. The site has a Greater Manchester Accessibility Level (GMAL) of 8. The public realm improvements would enhance links to sustainable transport. There would be 35 internal cycle spaces for guests and staff accessed from Chatham Street.

Service entrances would be on Chatham Street. Parking spaces on Chatham Street would be removed to accommodate a servicing /drop off zone. Pick-up and drop off for car passengers would be from Gore Street. There would be two blue-badge bays on Roby Street. Additional accessible bays are available within the MSCP on Chatham Street.

The refuse store would be accessed from Chatham Street

The impact on the transport network would be minimal and a Travel Plan would make occupiers aware of sustainable options. Overall cycle parking demand and potential additional demand should be monitored and implemented as part of the Travel Plan.

Conditions would require details of off-site highways works including the need to secure the TRO and deliver the loading bay / parking space prior to occupation and for pavement reinstatements and finishes. The Head of Highways has no objections on this basis and no concerns about adverse impacts from any traffic generated by the proposal.

Design Issues, relationship to context and the effect on the Historic Environment.

Conserving or enhancing heritage assets does not necessarily prevent change and change may be positive. The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments has been considered.

The key issues to consider are: the justification for the loss of fabric from 12-14 Piccadilly a Grade II Listed Building ; the appropriateness of a new building in the context of its physical impact and impact on the setting of 12-14 Piccadilly; the impact on the setting of the adjacent grade II listed buildings, adjacent conservation areas and non designated heritage assets; and consideration of the impacts in the context of the requirements of the Core Strategy, Section 16 of the NPPF and Sections 16, 66 and 72 of the Planning and Listed Buildings Act.

The impact on the significance of the setting of listed buildings and conservation area relate to the impact on the setting of the following: Joshua Hoyle Building (Grade II);

Grand Hotel (Grade II); Halls Buildings (Grade II); 77 – 83 Piccadilly (Grade II); The Brunswick Hotel (Grade II); 107, Piccadilly (Grade II); Nos. 13 & 15 and Attached Railings, Paton Street (Grade II); 19, Paton Street (Grade II); 68, Dale Street (Grade II); City Police Courts (Grade II*); Indemnity House, Chatham Street (unlisted); and the Waldorf Public House, Gore Street (unlisted Non Designated Heritage Asset); Stevenson Square Conservation Area and at a distance the Whitworth Conservation Area.

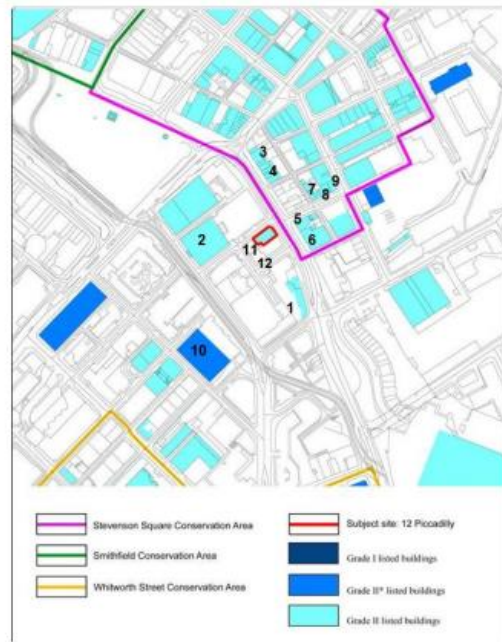
The Core Strategy seeks to ensure that development complements the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the street scene and how it would add to its locality is also important. The proposal would be taller than some of the nearby tighter and lower rise urban grain, the principle of a tall building and loss of fabric from 12-14 Piccadilly to facilitate development was established by the previous permissions.

Visual Impact on setting of Designated and Non-Designated Heritage Assets and Townscape and Visual Impact Assessment

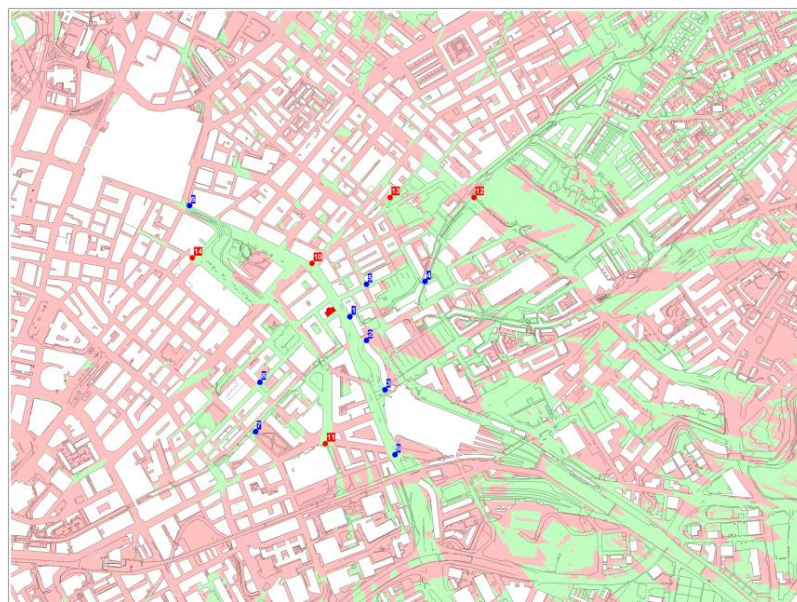
The effect on key views, listed buildings, conservation areas, archaeology and open spaces has been assessed. The density of the city centre skyline is evident on routes into it. There are historic and larger, modern buildings nearby, but the proposal should not undermine the setting of heritage assets.

A Heritage Assessment used Historic England's guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017) to assess the impacts on affected Heritage Assets. A Townscape and Visual Impact Assessment (TVLA) was undertaken in accordance with the methodology and approach set out in the Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA) (2013) (Landscape Institute) (LI) and Institute of Environmental Management & Assessment (IEMA) has been used as guidance to inform the assessment of townscape impacts. Photographs from agreed viewpoints have been produced in compliance with the Technical Guidance Note 06/19: Visual Representation of Development Proposals (Landscape Institute, 2019). The assessment has analysed the impact on the townscape significance from 13 views and the heritage context. The impact on the setting of listed buildings in 9 of these views are considered to be relevant for assessment in terms of heritage impact and these were agreed in consultation with Historic England. The TVLA has included consideration of changes to townscape, changes to urban grain, changes to building heights and changes to site character.

When seen from the radial approaches to the city, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city.



Location of listed buildings where development could potentially impact on setting.



Viewpoint Locations



Viewpoint 1 Existing



Viewpoint 1 Proposed



Viewpoint 1 Cumulative

Baseline (View from Piccadilly 1)

This view is from the east side of Piccadilly and shows its relationship with Piccadilly. It is experienced kinetically and forms part of a sequence with views 2, 3, and 9. It illustrates the immediate local context, including the modern commercial building on the corner of Gore Street and the view further north is filtered by mature street trees. The view takes in the vacant site and blank wall of the listed building. These are negative elements which fragment the sense of enclosure. The listed building appears awkward and alienated.

Townscape Impacts

The proposal would have a positive effect on townscape character by continuing the developed streetscape frontage of Piccadilly. The lower podium and entrance levels, on which the taller elements of the Proposed Development would sit, would echo the geometry and crisp angularity of the neighbouring Union Bank Building this and recessed fenestration would reference the site context in a contemporary manner. The magnitude of change would be major beneficial. The overall effect would be moderate beneficial in townscape terms. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

The proposal would complete the island block restoring the frontage to Piccadilly. It would provide a continuous streetscape to Piccadilly, reintegrate the listed building

and activate the street scene. The tower element would be above a podium that links to the listed building which would provide some visual separation. The fenestration of the new build would reflect the proportions and architectural hierarchy of the listed building but would use contrasting material. The proposal would provide a sense of enclosure to the streetscape and improve the pedestrian realm. The restoration of the bank including its cleaned façade and return of traditional windows would reinforce its high architectural value. The impact on the appreciation of the significance of 12 Piccadilly in this view would be minor beneficial. Cumulative schemes would not change its impact on the significance of the listed building and minor beneficial effect is maintained in the cumulative context



Viewpoint 2 Existing



Viewpoint 2 Proposed



Viewpoint 2 Cumulative

Baseline (View from Piccadilly 2)

This view is from the junction of Piccadilly and Ducie Street with a varied streetscape along Piccadilly, including the Grade II Joshua Hoyle Building (Malmaison) and modern commercial development and landscaped public realm in the foreground. This site is largely obscured, and its fragmenting effect is not obvious until one moves north on Piccadilly.

Townscape Impacts

The tower is clearly visible. Its curved edges soften its impact, and the vertical recessed groove helps to break up its façade. There are no other tall buildings visible and the proposal would be a landmark but this could make a positive contribution to the townscape where there are contemporary and historic buildings. The magnitude of change would be beneficial. The overall effect in townscape terms would be moderate beneficial. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

This would be a major change on Piccadilly above the roofline of the Malmaison. The tower would be visually separated from the listed building and would read as a modern development in its setting. The tower would be seen in tandem with the retained listed bank, where the activation of the street would reinforce an appreciation of its architectural and historic interest. The vertical emphasis of the tower would mirror the verticality of the bays of the Grade II Malmaison which are glazed terracotta. The tower would be a new feature as the viewer moves northwards and would reinforce the sense of entry and arrival from Piccadilly Station to the City centre. The impact on the heritage assets would be neutral

Cumulative schemes can be seen in the background but would not change how the proposal interacts with heritage assets in its setting or its effect on the listed building and the impact would be neutral in the cumulative context.



Viewpoint 3 Existing



Viewpoint 3 Proposed



Viewpoint 3 Cumulative

Baseline Viewpoint 3 (Piccadilly Station)

This view is at the entrance to Piccadilly Station, and there is a mixture of historic, new development but there are taller buildings.

Townscape Impacts

The proposal occupies a focal point and appears to be a similar height to 111 Piccadilly. The angled roof line, upper garden terraces and central vertical groove would be visible. The proposal would sit well with 111 Piccadilly and the magnitude of change would be moderate beneficial. The overall effect would be minor beneficial in townscape terms. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

The proposal would be highly visible and would reinforce the sense of enclosure on Piccadilly and create an architectural counterpoint to 111 Piccadilly. The new tower would aid navigation towards the north. The proposal would not affect the significance of heritage assets or the ability to appreciate them. The impact of the view in heritage terms would be neutral.

Cumulative schemes would be visible but would not change the scheme's impact on heritage. The neutral impact would be maintained in the cumulative context.



Viewpoint 4 Baseline

Viewpoint 4 Proposed

Baseline Viewpoint 4 (Vantage Quay Bridge)

This view over the Rochdale Canal shows the relationship to the area to the rear of Piccadilly. It contains a mix of historic mill and office buildings and new additions. City Tower can be seen on the skyline. There are open views in the foreground to the historic buildings, including the Grade II* Dale Warehouse and the Grade II Former Horrocks, Crewdson and Company Warehouse, and taller modern development to the south. The modern development and alterations to the infrastructure surrounding the Rochdale Canal have altered the settings of historic buildings and the experience is mainly of a modern cityscape.

Townscape Impacts

The proposal would be a focal point. The angled profile of the top would distinguish it from other tall buildings and the rounded corners would create visual interest and soften its silhouette. The magnitude of change and the overall effect would be moderate beneficial. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

The proposal would be a highly visible addition to the roofscape but would be visually separated. It would be distinct from the surrounding taller buildings and its contrasting materials and height would distinguish it from historic buildings. Its proportions and articulated envelope would aid its integration into the cityscape. Its appearance would not change how heritage assets are experienced or affect an appreciation of their significance, which is largely understood in close up views. The proposal would have a neutral impact on heritage assets.



Viewpoint 5 Baseline

Viewpoint 5 Proposed

Baseline Viewpoint 5 (Paton Street)

This is a close-up view of the proposal from Stevenson Square Conservation Area , dominated by historic properties including the listed bank. It is enclosed and channelled by buildings on Paton Street, including the Grade II 68, Dale Street, and Nos.13, 15 and 19 Paton Street. The southern side has a late 20th century building and the Grade II listed former townhouses at 2 and 4 Paton Street. It is terminated by the listed bank. The enclosed, channelling nature of Paton Street scape is largely on the façade of the listed building. The adjacent gap site is obscured.

Townscape Impacts

The proposal would dominate the view and introduce a distinctive new element. Its slender profile with rounded corners would result in a contemporary counterpoint to the historic buildings. The magnitude of change would be major beneficial. The overall effect would be moderate beneficial in townscape terms. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

The proposal would appear above the roofline of the Grade II Brunswick Hotel and adjacent to the listed bank. As one moves along Paton Street, the restoration of the bank would become more legible and would contribute to an appreciation of the historic streetscape on Paton Street and draw people towards the Site.

The tower would be an obvious contrast in scale to the fine grain historic development along Paton Street and this part of the Stevenson Square Conservation Area. The articulation of its external envelope would reinforce the verticality of the building. Its contemporary design and vertical glazing is visually distinct from the solidarity and robustness of the listed bank, which is reintegrated into a streetscape and the fragmentation at the site is diminished. The building would detract from the bank building's historic and former primacy, along Paton Street and it would to a minor degree detract from an appreciation of 12-14 Piccadilly. The other listed buildings on Paton Street would be seen as separate from the tall building, which would be an additional layer in their urban context. Overall impact on the heritage assets experienced in this view is judged to be negligible adverse.



Viewpoint 6 Baseline



Viewpoint 6 Proposed



Viewpoint 6 Cumulative

Baseline Viewpoint 6 (Market Street)

This view is from the junction of Market Street and High Street and shows the impact on the heart of the City. Historic buildings define the character with Piccadilly Gardens forming a soft backdrop. It is framed by the Grade II Rylands Building (formerly Debenhams) and early 20th century commercial premises occupied by Primark. Market Street Tram Stop is in the foreground, and the view is activated by pedestrians and moving trams. Piccadilly Gardens has mature street trees. The view is terminated by the No.1 Piccadilly. Taller development is in the distance beyond. The view is at the meeting point of the Upper King Street and Smithfield Conservation Areas and contains presence of listed buildings but the general townscape is mixed and does not provide the best perspective from which to appreciate the architectural quality of the Grade II listed Rylands building or other buildings of interest.

Townscape Impacts

The proposal occupies a prominent position on the horizon. Its silhouette is varied the ridge profile, and the central vertical projection adds diversity to the building and the view. The proposal would add diversity to the view but would not be over dominant. It would match the height of the foreground development and be separated from the historic buildings by distance and architectural style. The magnitude of change would be negligible beneficial. The overall effect would be moderate beneficial in townscape terms. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

The tower would rise above the roofline of No. 1 Piccadilly and aid navigation towards Piccadilly Gardens and beyond. It would clearly contrast with the traditional, horizontality of the early 20th century commercial buildings in the fore and middle-ground. It would not affect how heritage assets are experienced, appreciated and understood and indirect heritage impact would be neutral.

A glimpsed view of the cumulative scheme at 67 Piccadilly would appear obliquely. The cumulative scheme would not change how the scheme would interact with its heritage context. The neutral impact would be maintained in the cumulative context.



Viewpoint 7 Baseline

Viewpoint 7 Proposed



Viewpoint 7 Cumulative

Viewpoint 7 Baseline (Sackville Street)

This view looks up the Rochdale canal and Canal Street. Sackville Gardens is to the east, with mature planting framing the corridor and filtering the view of the Grade II Shena Simon. Townscape character is coherent and strong with residential and hospitality outlets on Canal Street. The canal and Grade II retaining wall provides a linear, channelled emphasis and the focus is drawn towards the elevations of the buildings to the left. The view is terminated by the red brick elevation of 41 Chorlton Street, above which is the clocktower of the Grade II* City Police Courts. Mature trees and street furniture filter the built form. The view is in the Whitworth Street Conservation Area.

Townscape Impacts

The development would be wholly obscured by trees. The magnitude of change would be negligible beneficial. The overall effect would be negligible beneficial in townscape terms. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

The mature street trees on Canal Street would restrict the visibility of the proposal, rendering it hardly perceptible through the winter canopy. The proposal would not change the focus of the view or effect the setting of heritage assets, or the character and appearance of the Whitworth Street Conservation Area. The impact of the proposal on its heritage context would be neutral.

The cumulative scheme at Port Street (green wireline) is just visible but does not change the interaction of the proposal with its historic context or its effect on the character or value. Its impact in the cumulative context would be neutral.



Viewpoint 8 Baseline



Viewpoint 8 Proposed

Viewpoint 8 Proposed (Bloom Street)

This view is close to the junction of Bloom St/ Chorlton St. and has a linear, focus created by Bloom Street. To the left are a late 20th century building, and the return elevation of the Grade II 8, Minshull Street. To the right is a tree lined car park, beyond which is Grade II, Bloom Street and Minshull House. The focal point of the view is the clocktower of the Grade II* City Police Courts. This stretch of Bloom Street and appears to be relatively quiet and un-trafficked. Although this view enables an appreciation of the historic clock tower and its landmark quality, it is an incidental view and one which is characterised by low quality 20th century-built form, car parking, and the rear elevations of buildings.

Townscape Impacts

The tower would project above the roofline of buildings on Bloom Street and would mirror the vertical form of the Crown Street tower. Its contemporary form would avoid visual conflict. The magnitude of change would be moderate beneficial. The overall effect would be moderate beneficial in townscape terms. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

The proposed would appear above the roofline of 17, Aytoun Street and provide an architectural counterpoint to the tower of the Grade II* City Police Courts. It would mirror the slender form of the tower and the articulated, sloping roof would reference the steep, slated pitched roof of the historic building. Whilst there is a clear visual

separation between them the proposal would be a slight distraction from the historic tower as the focal point of the view. It would challenge the prominence of the historic structure and would diminish the appreciation of its significance to a minor degree, and it would have a minor adverse impact on the setting of the Grade II* Courts.



Viewpoint 9 Baseline



Viewpoint 9 Proposed



Viewpoint 9 Cumulative

Viewpoint 9 Proposed (Fairfield Street)

This view is down Piccadilly from a major road intersection with Whitworth Street. Historic buildings dominate the foreground which reflect the character of the Whitworth Street Conservation area.

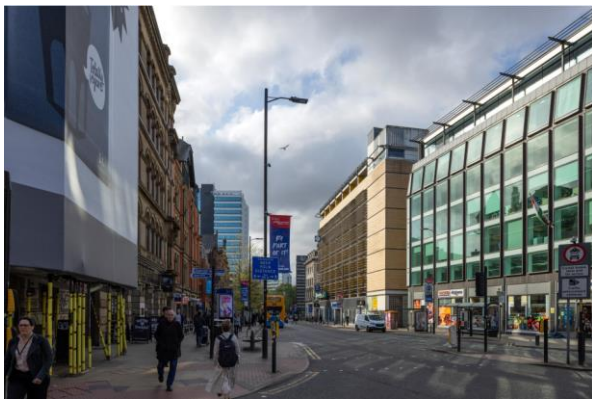
Tall buildings are feature of this view including Piccadilly Place and Piccadilly station. There are modern and historic buildings which are experienced as layers. The view is activated by moving traffic and pedestrians moving towards the transport node. The A6 is framed by built form; the eye is particularly drawn to the Edwardian, Grade II* Police and Fire Station, whose red brick and yellow terracotta contrast to the modern buildings. A mature street tree filters the station concourse, and the Grade II listed Former Goods Office is viewed obliquely to the right. A number of modern structures are in the background, including the pedestrian bridge outside the main entrance to the station, a large commercial development at London Road, and 111 Piccadilly. The site is not visible. Despite prominence of the former police and fire station, the overall ability to appreciate the heritage interest of designated assets is limited owing to the dominance of the road infrastructure and the non-distinct character of modern commercial developments.

Townscape Impacts

The proposal would merge into the townscape and augment the development on the south side of Piccadilly. The top of the building would feature strongly and distinguish it and would frame the view into central Manchester. Tall buildings are very much a feature of this view including Piccadilly Place and the on approach to Piccadilly station. The magnitude of change would be negligible beneficial. The overall effect would be negligible beneficial in townscape terms. There would be no cumulative impacts.

Impact on Setting of Heritage Assets

The tower would appear in the background beyond commercial buildings on London Road. It would appear in the existing height datum established by other modern buildings on London Road and would be read as an addition to a an already varied cityscape and reinforce a sense of arrival and entry into the city. It would not change the focus of the view or an appreciation of the impressive corner presence and architectural detailing of the Grade II* listed Police and Fire Station on the corner with Fairfield Street and the indirect heritage impact would be neutral.



Viewpoint 10 Baseline



Viewpoint 10 Proposed



Viewpoint 10 Cumulative

Viewpoint 10 Baseline (Piccadilly)

More recent development dominates the area as does retail activity. Piccadilly Gardens is to the rear.

Townscape Impacts

The proposal would be dominant and a visual contrast and create a strong focal point. The street perspective would be maintained, and the tower and 111 Piccadilly would frame views further down the street. The rounded edges would soften the visual impact of the tower. The green planting zone on the upper floors, would further break the profile of the building. The Bank would remain as an identifiable, prominent, heritage asset at street level with the tower beyond. The magnitude of change would be negligible beneficial. The overall effect would be moderate beneficial in townscape terms. There would be no cumulative impacts.



Viewpoint 11 Baseline



Viewpoint 11 Proposed

Viewpoint 11 Baseline (Fairfield Street)

Recent development at Kampus dominates this area.

Townscape Impacts

The proposal would be a modern development in a view that is largely contemporary. The top would be distinctive and provide visual interest. The central recessed vertical groove would add texture to the smooth façade. The magnitude of change would be minor beneficial. The overall effect would be minor beneficial in townscape terms. There would be no cumulative impacts.



Viewpoint 12 Baseline



Viewpoint 12 Proposed



Viewpoint 12 Cumulative

Viewpoint 12 Proposed (Great Ancoats Street)

This view is on Great Ancoats St by the Rochdale Canal. It consists of primarily of contemporary buildings and a converted mill.

Townscape Impacts

The proposal would be seen in a gap between new and traditional buildings. The angled roof profile adds to the diversity of different profiles in this view. The magnitude of change would be minor beneficial. The overall effect would be negligible beneficial in townscape terms. There would be no cumulative impacts.



Viewpoint 13 Baseline



Viewpoint 13 Proposed



Viewpoint 13 Cumulative

Viewpoint 13 Baseline (Dean Street)

This view from the Northern Quarter lacks coherence with a mix of styles and spaces from old mill buildings, low rise residential and office buildings, bars and restaurants and car parks. There is little contemporary development and no tall buildings.

Townscape Impacts

The proposal would be prominent and its distinctive profile could add visual interest and relate to the diverse nature of the townscape. The magnitude of change would be moderate beneficial. The overall effect would be minor beneficial in townscape terms. There would be no cumulative impacts.



Viewpoint 14 Baseline



Viewpoint 14 Proposed



Viewpoint 14 Cumulative

Viewpoint 14 Baseline (West Mosley Street)

This is on the edge of Piccadilly Gardens close to the bus station and tram route. The Gardens are part of the background and contemporary development defines the townscape character.

Townscape Impacts

The proposal rises above 1 Piccadilly. The variation in the building form is evident and the vertical planting zone and sloping roof profile add variety and interest. The visual contrast would mark the route towards Piccadilly Station. The magnitude of change would be negligible beneficial. The overall effect would be negligible beneficial in townscape terms. There would be no cumulative impacts.

Summary and conclusions of Townscape Impacts and Impacts on Setting of Heritage Assets

In most of the views, the proposal would have a neutral impact in the wider setting of heritage assets including commercial buildings on Piccadilly, such as the Rylands Building, and those further afield such as the Whitworth Street Conservation Area. The tower would read and be understood as forming part of a varied cityscape which comprises historic and modern buildings.

In close-up views, the proposal would reactivate the gap site and reintegrate 12 Piccadilly. The restoration of the historic building's façade would be seen in localised views and return the building's historic formality and status. The effect on the setting of 12 Piccadilly would be minor beneficial. There are two adverse effects: a negligible adverse impact on the historic buildings experienced in view 5, and a minor adverse effect on the setting of the Grade II* City Police Courts in view 8. The impacts are at the lower end of the scale.

The impact on heritage assets in view 5 is because of the contrast in scale and grain between the townhouses and the tall building, and the sense of overbearing that the new building appears to have in relation to 12 Piccadilly. In view 8, the tower would challenge the primacy of the clock tower of the City Police Courts to a minor degree. The proposal would not prevent these heritage assets from being experienced from other parts of their setting, particularly the clock tower which is visible from many of the surrounding streets where the tower would not be visible.

In both cases the adverse impact would be from a specific location looking at the site. From other directions the tower could be obscured or not perceived. The impact on one element and component of the heritage assets' setting and does not diminish from the overall significance of these historic buildings. The impacts are also mitigated by a number of factors, as identified above. The dominance of other historic buildings on Piccadilly would not be affected by the proposal.

As recommended in the Historic England guidance on the setting of historic buildings referenced above, the perceived indirect (visual and setting) impact upon the nearby heritage assets the proposal. These impacts are set out below:

12-14 Piccadilly (Grade II)- moderate impact of minor beneficial impact; Joshua Hoyle Building (Grade II) – negligible impact of no significance; Grand Hotel (Grade II) -negligible -minor impact of negligible-minor beneficial significance; Halls Buildings (Grade II) - negligible impact of no significance; 77 – 83 Piccadilly (Grade II) negligible impact of no significance ; The Brunswick Hotel (Grade II) – negligible-minor impact of negligible-minor beneficial significance; 107, Piccadilly (Grade II) - negligible- minor impact of negligible-minor beneficial significance; Nos. 13 & 15 and Attached Railings, Paton Street (Grade II)- negligible impact of no significance; 19, Paton Street (Grade II) - negligible impact of no significance; 68, Dale Street (Grade II) - negligible impact of no significance ; City Police Courts (Grade II*)- minor impact of minor adverse significance; Indemnity House, Chatham Street (unlisted)- negligible impact of negligible beneficial significance; and the Waldorf Public House, Gore Street (unlisted Non Designated Heritage Asset) - minor to moderate impact of minor beneficial significance. Stevenson Square Conservation Area – Negligible-minor impact of negligible-minor beneficial significance.

Whilst the scale of the development will incur some limited adverse impacts, the quality of the design and the enhancement to the locality through significant enhancements to the streetscape, the restoration of 12 Piccadilly and reintroduction of a viable use must also be taken into account.

Direct impacts on the Listed Building.

Relevant Considerations

As 12-14 Piccadilly is Grade II listed, the impact of the loss of elements of fabric and the impacts of the new build on its setting need to be considered in the context of S16 of the NPPF. The principle of the level of demolition on significance needs to be considered in the context of paragraphs 195, 201, 203, 205, 206 and 208 of the NPPF. This requires that the removal of historic fabric is considered in the context of the following criteria:

- heritage assets should be conserved in a manner appropriate to their significance;
- when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal;
- taking account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- giving great weight to the asset's conservation (and the more important the asset, the greater the weight should be);
- weighing harm against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Significance of 12-14 Piccadilly

The special architectural and historic interest of 12 Piccadilly has been recognised by its Grade II listed status. The intrinsic architectural value of the building is fundamental to the significance of the building as a whole and an understanding of the original design intent to provide a structure that communicated the stability and security of the Manchester Union Bank.

Archaeological interest

The archaeological interest of the listed building is considered to be of low heritage significance.

Architectural and Artistic Interest

The buildings external envelope and specifically the elevations to Piccadilly and Chatham Street are of high significance, despite the incremental effect of small-scale alterations such as changes to historic openings and the replacement of original windows at the upper levels. Its Neo-Classical design is articulated in its proportions, as well as in details such as the Roman numerals inscription on the frieze to the north and west elevations, the pediment and carved tympanum on the corner bay, and the pedimented first floor windows. The craftsmanship expressed in the execution of these details reflects the artistic value of the building.

The elevation to Gore Street was never intended to be seen from the public realm. The stair core is functional and utilitarian but includes interesting architectural features such as tiered, stained and leaded windows, and is considered to be of medium heritage significance. The toilet block is of low significance.

There is a lack of fixtures and fittings of note internally, apart from remnants such as the coffered ceiling at ground floor, central stair, and cornices, skirtings and architraves which are typical for a building of this period and function. The loss of the internal plan form to the basement and ground floor and removal of three staircases has detracted from an understanding of the bank function though the historic floorplan at upper levels is largely intact. Surviving original internal walls are of high significance in terms of understanding and appreciating the original layout and operation of the bank. The entrance lobby, staircase, stained glass windows, corning and skirting are typical of the period and are of low significance. Modern interventions are of no heritage significance.

Due to unsympathetic works in the 20th century and its current disuse, the condition of the building affects an appreciate its architectural and artistic interest. The remaining historic fabric is at risk of further deterioration without a sustainable and appropriate future use being secured.

The buildings architectural and historic interest, and aesthetic and historical value are principally derived from its external appearance, which is of high significance. There are internal features which are worthy of retention, but the character has been eroded by the removal of staircases and the introduction of partitions and therefore is of less value. The building is considered to have low communal and group value.

Historic Interest

The architecture is important and reflects the building's association with the history of commerce and banking within the city. The Neo-Classical design reflects bank building design and expresses the Bank's ambition to be valued as a reputable and secure institution. Its formal presence on the corner of Piccadilly and Chatham Street would have contributed to its sense of identity and distinctiveness. It reflects the commercial expansion of the city centre at this time and is of interest for its contribution to an understanding of development in the early 20th century.

The ability to appreciate its historic function has been eroded by the loss of original partitions and fixtures and features at ground and basement levels; the ability to understand the location, function and architectural character of the banking chamber as a primary space has been entirely lost. The building still conveys an understanding of the ancillary and functional areas, including large office spaces at the upper level and the stair core and toilet block core. Overall, its historic interest is considered to be of medium heritage significance.

Setting

The site should make a positive contribution to the character of the area and the setting of adjacent listed buildings, but its current condition detracts from the cohesion of the townscape. The setting of the listed building is varied and makes a mixed contribution to an appreciation of 12 Piccadilly. The gap site detracts from the street presence of the listed building and limits the ability to appreciate its architectural and historic value. Incorporating the listed building into an active streetscape on Piccadilly could enhance value and appreciation of it as well as its local setting.

Impact on Significance from Proposals

The proposal would bring the listed building back into use after being in a state of disrepair for nearly 20 years.

The demolition of the stair core, toilet blocks, and south-eastern elevation and formation of structural openings in the party/gable wall and insertion of partitions to create new bedrooms, ensuite facilities, and ancillary spaces would have minor adverse impacts and minor to moderate adverse impacts. Although the stair core and toilet blocks are of lower significance than other parts of the building, their removal would impact on the legibility and appreciation of the historic arrangement of the bank and the relationship between ancillary spaces and office accommodation and the banking hall. The new openings in the party wall would diminish an appreciation of the original spatial character and internal arrangement of the building, reducing to a minor extent an understanding and appreciation of its historic plan form. However, these impacts are necessary to deliver the proposal which would facilitate buildings reuse to allow integration with new build element.

In addition to the above the principal alterations which would directly impact its fabric include: replacement of windows at ground floor and at levels 3 and 4 to match existing sash windows at lower levels; repair and refurbishment of windows at levels 1 and 2 and insertion of secondary glazing; refurbishment, cleaning, and repair of façade; replacement and upgrade of roof to match existing appearance/materials; Refurbishment/repair of original door on Piccadilly and replacement if not repair not feasible; Replacement of non-original steps at corner entrance and replacement of non-original door; and Insertion of ventilation louvres for basement smoke ventilation to former basement window openings on Chatham Street.

The ground floor slab level and corner staircase is non-original. The floor was raised higher than the original banking hall that aligned with street level. The proposal would improve accessibility between the new and existing floor levels.

The demolition of internal walls including the staircase entrance corridor and lobby would have a minor adverse impact. Whilst the ground floor plan has been largely diminished through previous alterations, the removal of original divisions between the banking hall, former office spaces and the entrance corridor from Piccadilly would further restricts the ability to appreciate the original layout of the ground floor, the historic function of different areas, and former circulation pattern. Mitigation for this impact has been provided through the retention of piers and the marble lining where possible and the reuse of removed marble panels and stain glass windows elsewhere in the building. The subdivision of the upper floor hotel rooms would have a strong alignment with the exposure or retained original features. The strategy for delivering services would use floor build ups rather than suspended ceiling to retain exposed ceiling features.

The new mezzanine between ground and first floor would have a minor adverse impact but is located away from the banking hall which would remain a double-height space. The impact would be detrimental to the spatial quality of the ground floor level and diminish an appreciation of the internal architectural hierarchy of the building.

The removal of masonry to Venetian window and creation of a back-of-house entrance and cycle store door would have a minor adverse impact. However, the retention of piers to the sides of the opening would mitigate the harm.

There would be negligible adverse impacts from: the insertion of ventilation louvres to provide smoke inhalation to refuse store; the removal and refurbishment of the existing roof; the infilling of lightwell to south-east elevation between stair core and toilet block; the retention and repair of the stained glass windows from the demolished stair core and relocation elsewhere in the building; the demolition of partitioning walls at basement level; the infilling of high-level internal windows in corridor and existing doorway; and the formation of small localised openings formed in existing floor slab on upper levels to facilitate the insertion of services.

The impact on the lightwell and the stained glassed windows is necessary to deliver a development that would facilitate the reuse of the listed building. The lightwell is of lesser significance than other external parts and has been altered with the removal of its glazed roof. Despite being removed from their original position, some mitigation would be provided by relocating and sensitively repairing and restoring the windows.

The louvred panels would be localised to the basement windows where the visual impact is minimised. The roof has been replaced/ altered and the work is justified by its poor condition which has resulted in water ingress in multiple locations.

The proposal would further diminish the legibility of the basement layout and restrict an appreciation of its original function. These alterations would provide space for heavy plant equipment and distribution and would reduce the need for plant on other floors, prioritising space for amenity and front of house functions. The basement is of lesser interest than other areas owing to its ancillary, functional character and former use, which limits the overall impact on the buildings significance.

The alteration to historic openings and windows which lined the corridor would diminish an appreciation of the historic floorplan across the interior of the building as would the creation of the openings in the floorslab. However, this is necessary to facilitate a viable and functional development.

There would be beneficial impacts from the repair of plaster ceilings and architectural detailing (minor beneficial); Existing façade to be cleaned and repaired where required (minor beneficial); Replacement of windows at ground level, Level 3, and Level 4 to reflect the original intact timber sashes at Level 1 and Level 2 (moderate beneficial).

All other impacts would be neutral

A number of adverse effects have been identified which would diminish an appreciation of the historic interior planform and the removal of historic fabric, such as the demolition of the stair core and former toilet block. Beneficial aspects of the proposals have also been identified, including the restoration of the external facades through cleaning, repair, reinstatement of the original ground floor level, the reinstatement of traditional timber sashes and the restoration of the internal heritage

ceiling features which would celebrate the qualities of the original building.

The buildings condition affects an appreciation of its architectural and artistic interest and these elements have been eroded by previous alterations. The remaining historic fabric is at risk of further deterioration without a sustainable and appropriate future use being secured. Overall, there is a need to balance the impacts on the legibility and appreciation of the banks historic arrangement, the relationship between ancillary spaces and office accommodation and the appreciation of the original spatial character and internal arrangement of the building with the need to alter it to facilitate its reuse and integrate it with new build element.

The aesthetic and historical value of the building is principally derived from its external appearance, which is of high significance and the harm created would to a degree be balanced by the mitigation from the reinstatement of previous alterations to its exterior and the cleaning and refurbishment of external fabric. Ceilings and covings would be reinstated in the banking hall restoring internal ceiling features and celebrating the qualities of the original building. The condition of the interiors is degraded after years of neglect and alterations.

The impact on the Grade II listed building would be 7 instances of minor adverse impacts, 7 of negligible adverse impacts, 1 of minor to moderate adverse impacts, 4 neutral impacts and 3 moderate beneficial impacts

The level of harm would be less than substantial and is necessary to realise the public benefits of delivering a viable use of the building. The proposals would minimise the necessary harmful heritage impacts required to provide the necessary levels of safety and thermal comfort and to enable accessible connection between the two building. In the context of the buildings constraints the proposal positively responds to the character of the building and its historic fabric. The overall effect on the listed building would be minor adverse and would be at the lower end of less than substantial harm to the significance of the listed building.

Viability and the overall case to Support the proposed height and level of Demolition

The principle of a taller building and demolition of substantial elements of the listed building was accepted through the previous consent in 2019. The demolition of the stair core, central staircase, toilet blocks, glazed canopy to lightwell and south-eastern elevation to allow for a core integrated with new build element and the infilling of lightwell to south-east elevation between stair core and toilet block are necessary to deliver a safe, functional and fully accessible development to meet current standards. The plant and core of the previous consent were too small to meet the current standards for means of escape and environmental performance. Previous layouts did not show the riser space required in the core.

In resolving these shortfalls to deliver a compliant building, pressure was placed on the layouts which impacted hotel room numbers and overall scheme viability. The main issues included:

- Underprovision of fire escape stairs, two needed, only one was provided
- Lift shafts significantly undersized to meet needs of building

- Insufficient riser provision on each floor
- Significant underprovision of space allocated for plantrooms
- ENW substation undersized
- Insufficient space allocation for back of house / ancillary facilities
- Non-compliant ground floor fire escape and fire brigade access
- Accessibility / inclusivity challenges with multiple finished floor levels at ground floor

The result of addressing these issues has been a larger protruding core, increased basement size to house plant and more space allocated to back of house facilities and fire escape provision. The culmination of the above resulted in the scheme height being increased to improve scheme viability.

A viability report has been made publicly available through the Councils public access system. This has assessed the proposal and an aparthotel at the previously approved 23 storeys. This has demonstrated that the amount of accommodation, and the level of intervention in the listed building is the only financially viable option to deliver a proposal of the quality required. The 23 storey option would result in a loss. Paragraph 128 (b) requires decisions to be made to support efficient use of land which includes consideration of local market conditions and viability.

Consideration of the Merits of the Proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals that affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Section 16 (2) of Listed Building Act requires members in considering whether to grant listed building consent for any works to a listed building to 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.

Development decisions affecting heritage assets should also accord with the requirements of Section 16 of the National Planning Policy Framework. Of particular relevance to the consideration of this application are paragraph's 195, 201, 203, 205,206,207,208, 210 and 212.

Heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance (para 195).

Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (para 195).

As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified. However, there is also a requirement to take account of the desirability of putting heritage assets to viable uses consistent with their

conservation (paragraph 203). The NPPF (paragraph 205) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified (paragraph 206).

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their status. The fundamental objective is to avoid compromising them, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (paras 207-208).

The site has a negative impact on the setting of 12-14 Piccadilly and other adjacent heritage assets which would be improved by the infilling of the current gap site. It is concluded however that notwithstanding some localised improvements to the sites immediate setting, there would be incidences of adverse impact on the setting of heritage assets and on the significance of 12-14 Piccadilly. The harm would be less than substantial and must be outweighed by the public benefits of the scheme.

Paragraph 208 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress.

Paragraph 015 in the NPPG states that harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset notwithstanding the loss of significance caused, and provided the harm is minimised

The harm is considered necessary to secure the site's optimum viable use and wider potential in urban design terms.

Notwithstanding the identified instances of adverse impact, the weight to be given to the impacts on the character and setting of affected conservation areas, need to be considered in the context of the sites urban, mixed and evolving context including modern buildings of increased scale and a dynamic townscape, reflective of a vibrant and modern city.

The new building would be of a high quality, on a Gateway site which has used its historic context in its design. The sites current condition has a negative impact on the setting of heritage assets and the site could and should be improved.

The height would largely contrast to the adjacent building heights but would not undermine the wider character of the setting of the adjacent conservation area or listed buildings nor would setting be fundamentally compromised.

The setting of the listed building is adversely affected by the gap site and the extent of alteration proposed would not adversely impact the special architectural interest of the building in the wider townscape. The new build element would enable and

facilitate the reuse and refurbishment of the listed building including crucially improvements to its external appearance which is of high significance.

There are impacts which impact negatively on its significance such as the loss of the historic stair core. Together, the impacts are balanced out and judged to result in a Moderate Adverse impact overall.

Whilst outlined in detail elsewhere in this report of the public benefits of the proposals these would include:

Environmental and Heritage Benefits

- Retaining and refurbishing the most locally valuable parts of the site;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Improving the quality of the local environment through the improvements to the streetscape;
- Putting an underutilised site and vacant building which overall has a negative effect on the townscape value, back into viable, active use;
- Delivering a building with a development with excellent design quality which would complement the neighbouring heritage assets and quality of the local context;
- Establishing a strong sense of place putting a site which has a negative effect on the townscape, back into viable, active use;
- Reuse and refurbishment of the long vacant Grade II listed building the condition of which continues to deteriorate as a result of that vacancy.

Economic Benefits

- Optimising the potential of the Site to accommodate and sustain an appropriate use, providing a use which would complement and support the regeneration of the Piccadilly Area;
- Supporting the City's growing economy, contributing to sustained economic growth, providing construction and end user employment and associated supply side benefits;
- Optimising the potential of the Site to meet demand for additional hotel rooms within Manchester City Centre to support the city's growth trajectory as a leading tourist destination;

Social Benefits

- Creation of place and increasing ground floor activity providing overlooking, natural surveillance and increasing feelings of security in the area;
- Providing equal access arrangements for all into the building;
- Deliver a sustainable development with good access to transport, close to Metrolink and Piccadilly Station and bus links;

Based on the above there is on balance a clear and convincing justification for accepting the level of harm from this development.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraphs 195, 201, 203, 205, 206, 208

and 212 of the NPPF. Sections 16, 66 and 72 of the Planning Act in relation to preserving the building and features of special architectural or historic interest that it possesses, having regards to the preservation and enhancement of conservation areas and setting of the adjacent listed buildings are considered to be satisfied.

Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred (para 210). A condition would ensure that no demolition takes place until evidence of the contract for the redevelopment has been provided.

Effect on the Local Environment/ Amenity

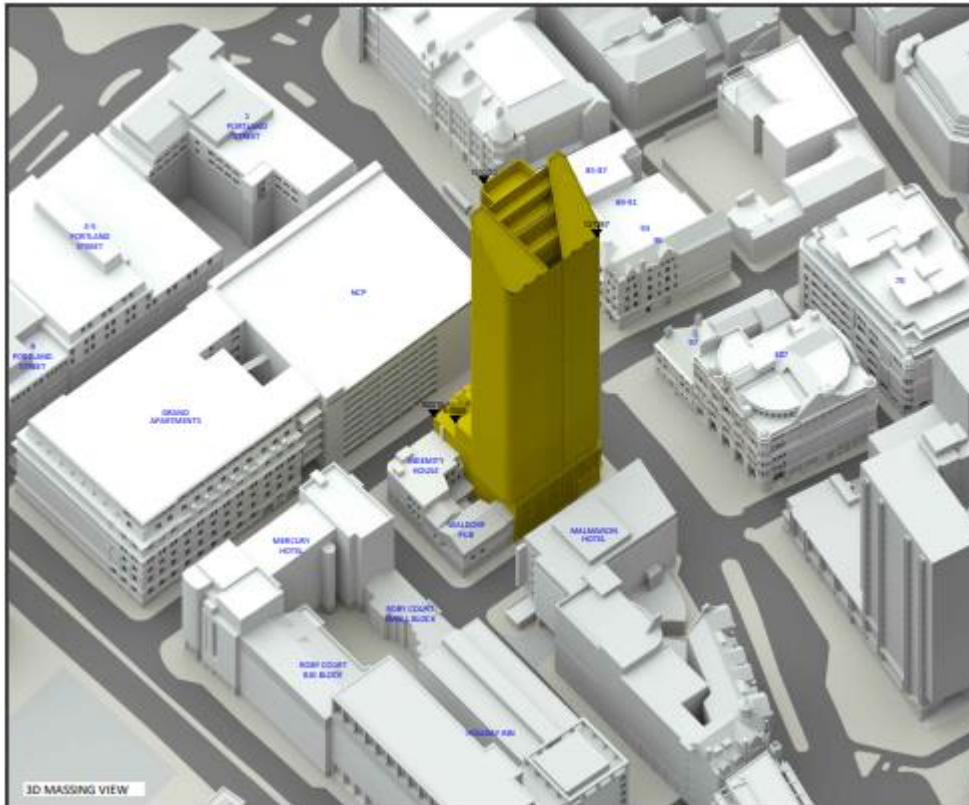
This examines the impact that the scheme would have on nearby and adjoining occupiers and includes issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction and TV reception.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context.

An assessment of daylight, sunlight and overshadowing has used specialist computer software to measure the amount of daylight and sunlight available to affected windows. The assessment made reference to the BRE Guide to Good Practice Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2022). This is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. There is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

Planning permission has previously been granted for a development at 23 storeys. The site has largely been cleared for a number of years and prior to that was occupied by terraced properties of between 3 and 4 storeys. Residential buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context. As such the baseline situation against which the sunlight, daylight and overshadowing impacts would be measured i.e. an open site, would not be representative of a typical baseline in an urban environment and any development of a similar scale or higher than existing buildings in the vicinity of the site would inevitably have an impact. It is therefore necessary to determine what the reasonable expectation of residents should be in relation to daylight levels.



The daylight at the following residential and quasi residential buildings has been considered :Roby Court (Big Block) (Aytoun Street), Roby Court (Small Block) (Roby Street), Grand Apartments(Aytoun Street), 70 Dale Street, 89-91 Piccadilly, 93 Piccadilly, 95 Piccadilly, 97 Piccadilly, Abode (107 Piccadilly), Malmaison Hotel (Piccadilly), Mercury Apartments (Aytoun Street), Ibis Styles (3-5 Portland Street (Hotel) and the Holiday Inn (Aytoun Street) could be affected.

Sunlight Impacts have been modelled for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south and sunlight levels within the following residential and quasi residential buildings : Grand Apartments(Aytoun Street), 70 Dale Street, 89-91 Piccadilly, 93 Piccadilly, 95 Piccadilly, 97 Piccadilly, Abode (107 Piccadilly (Hotel)), Malmaison Hotel (Piccadilly), Ibis Styles (3-5 Portland Street (Hotel)) and the Holiday Inn (Aytoun Street) which could be affected.

For window in the quasi residential accommodation (Holiday Inn, Malmaison, Abode Hotels and Ibis Styles), the BRE Guidance (section 2.2.2) states that the guidelines 'may' be applied where occupants have a reasonable expectation of daylight. In a city centre hotel, patrons will not typically be occupying the room during the day, rather attending business functions or sight-seeing/shopping depending on the reason for their stay. It is not necessary therefore to consider the impacts on the transient/occasional occupants of a hotel room. However, these impacts have been modelled and are set out below.

The Guidelines suggest that homes have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

Consideration should be given to para 129 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards. The guidance suggests that hotels and student accommodation have a lower sensitivity to changes in daylight.

Where a building is close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels and how the proposal would perform against the BRE targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests set out in the Guidelines relevant to this development are VSC (vertical sky component) and NSL (no sky line).

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27% but reductions or changes of 0.8 times the former value would not be appreciable by an occupant.

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. The NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much daylight.

The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Sunlight Impacts

For Sunlight, the BRE Guide should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

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BRE Targets

As set out above the Guidance states that a reduction of VSC to a window of more than 0.8 (20%) times or of NSL by 0.8 times (20%) does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 0.8 times (20%) are considered to be acceptable levels of tolerance.

The BRE compliance targets referred to below are aligned with the above levels of reduction.

Magnitude of Change

Conclusions about magnitude of change are based in the following: Major impacts occur when there is a reduction in excess of 40%, moderate between 30 and 40% and minor between 20 and 30% above the existing baseline.

Daylight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction:

Roby Court (Big Block)

42/53 (79%) of windows would meet the BRE Target. There would be a minor impact on 11 (21%). 48/52 (91%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 5 (9%).

The 5 rooms which do not meet the alternative target are bedrooms. The rooms are narrow and deep plan and so daylight distribution is already limited. Because the existing NSL is so small, the proposal appears to have a larger negative impact on the NSL values than would be normally expected but this reduction is not unreasonable given the city centre setting.

Given the level of sensitivity of this block and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be negligible.

Roby Court (Small Block)

0/26 (0%) windows would meet the BRE Target. There would be a minor impact on 26 (100%). 25/26 (96%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 1 (4%).

None of the 26 windows meet the BRE target in the baseline condition and are more sensitive to light change. As the existing VSC is so small in some of these cases, the proposal appears to have a larger negative impact than would be normally expected but this reduction is not unreasonable given the city centre setting.

25 rooms (96%) would satisfy the alternative NSL target. The remaining room is only within 3% of the alternative NSL target.

Given the level of sensitivity of this block and the low number of rooms which would experience changes in daylight amenity the overall magnitude of change to daylight amenity would be minor adverse.

Grand Apartments

114/141 (81%) of windows would meet the BRE Target. Of the remaining windows there would be a medium impact on 26 (18%) and moderate impact on 1 (1%). 90/96 (94%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 5 (5%) and moderate impact on 1 (1%).

The remaining 27 windows which do not meet the alternative VSC target are in the eastern end of the building on the ground to sixth floor on the front elevation and at the rear overlooking the internal lightwell. None of these windows achieve the BRE target in the baseline condition, with the existing values being between 0.72% to 9.20% on the ground floor, reaching low twenties on the fourth floor but with some windows still being compromised on the sixth floor with values around 10% VSC. This is due to the close proximity of other neighbouring buildings and being obstructed by the balconies on the front elevation, and due to the self-obstructing nature of the building design when windows with the lightwell are taken into account. As the existing VSC is so small in some of these cases, the proposal appears to have a larger negative impact on the VSC than would be normally expected but this reduction is not unreasonable given the city centre setting

The impact of current levels is also demonstrated by the NSL values. The six rooms which do not meet the NSL alternative target are all located in the lightwell. These are 2 bedrooms and 4 modest sized kitchens. Windows within these rooms overlook a wall approximately 2m away and naturally struggle to meet the targets. It is noted that these are not the main living spaces.

Given the level of sensitivity of this block, site context and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be minor adverse.

70 Dale Street

76/76 (100%) of windows would meet the BRE Target. 46/46 (100%) of rooms would meet with the BRE Alternative NSL target.

Given the level of sensitivity of this block, site context the overall magnitude of change to the daylight amenity in this building is considered to be negligible.

89-91 Piccadilly

9/9 (100%) of windows would meet the BRE Target. 7/7 (100%) of rooms would meet with the BRE Alternative NSL target.

Given the level of sensitivity of this block, site context the overall magnitude of change to the daylight amenity in this building is considered to be negligible.

93 Piccadilly

2/12 (17%) of windows would meet the BRE Target. Of the remaining windows there would be a minor impact on 10 (83%). 7/7 (100%) of rooms would meet with the BRE Alternative NSL target.

The 10 windows that do not meet the VSC alternative target are all within 4% of that target (reduction ratio of 0.76 against the target of 0.8). When NSL is considered, all seven rooms tested fully meet the alternative target.

Given the level of sensitivity of this block the overall magnitude of change to the daylight amenity in this building is considered to be minor adverse

95 Piccadilly

24/33 (73%) of windows would meet the BRE Target. Of the remaining windows there would be a minor impact on 9 (27%). 15/16 (94%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 1 (6%).

The 9 non compliant rooms are within 7% away from meeting the targets (reduction ratio of between 0.73 - 0.76 against the target of 0.8). The room (of unknown use) which does not meet the NSL alternative target is 2% away from the target maintaining NSL coverage of 64%.

Given the level of sensitivity of this block, site context and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be minor adverse

97 Piccadilly

1/9 (11%) of windows would meet the BRE Target. Of the remaining windows there would be minor impact on 8 (89%). 3/4(75%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 1 (25%).

The eight rooms which do not meet the VSC alternative target are within 12% of the BRE Guidelines and maintaining a minimum VSC of 18.71% VSC. When NSL is considered, three (75%) out of four rooms tested fully meet the NSL alternative target. The remaining room (of unknown use) is 7% away from the target. maintaining NSL coverage of 58%.

Given the level of sensitivity of this block, site context and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be minor adverse

Abode

26/71(37%) of windows would meet the BRE Target. Of the remaining windows there would be a medium impact on 44(62%) and minor impact on 1 (1.5%). 24/24 (100%) of rooms would meet with the BRE Alternative NSL target.

The 44 windows which would not meet the VSC alternative target would be within 1% of the target. All windows that would not meet the target are in rooms with other windows which allows for good access and distribution of light within these rooms such that when NSL is considered, all rooms tested fully meet the NSL alternative target.

Given the level of sensitivity of this block, site context and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be minor adverse.

Malmaison Hotel

44/79 (56%) of windows would meet the Target. There would be a moderate impact on 25 (31%) of the remaining windows and major impact on 10 (13%). 22/40 (55%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a major impact on 9 (22%), moderate impact on 5 (12%) and minor impact on 4 (10%).

This property is a hotel and all affected rooms are bedrooms and not a home and the transient nature of occupancy needs to be taken into consideration.

Given the level of sensitivity of this block, site context and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be minor adverse.

Mercury Apartments

14/56 (25%) of windows would meet the BRE Target. There would be a moderate impact on 5 (9%) and minor impact on 37 (66%). 34/47 (72%) rooms would meet with the Alternative NSL target. There would be a minor impact on 13 (28%) remaining rooms.

Eight of the windows which do not meet the BRE VSC target are under projecting balconies in the north corner of the building, one on each floor. These rooms are living/kitchen/dining rooms. The large windows provide very good daylight penetration which is confirmed by the NSL results for the rooms affected.

To the south corner of the building, apartments have eight windows which do not meet the VSC alternative target, but they have large windows which provide good penetration of daylight to the rooms.

23 windows in the middle of the front elevation (three on each floor from first to seventh and two on the eighth floor) are to bedrooms and despite the reductions in light, they would maintain retained VSC values of ranging from 16.48% on the second to 26.50% on the eighth floor. The first floor would however be lower as the windows are located in a recess under the overhanging second floor.

Of the 3 remaining windows that do not meet the alternative VSC target, one is in the rear part of the building on the third floor and it only marginally falls below the BRE 20% (by 1%). Another two are on the eighth floor and, despite showing a reduction ratio beyond the 0.8 target, they maintain VSC of 26.06% and 26.45.

The 13 rooms which would not meet the NSL alternative target are within 20% of the alternative target and with the exception of a room on the first floor, they all bedrooms. The remaining room on the first floor was identified as a living/kitchen/dining.

Given the level of sensitivity of this block, site context and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be moderate adverse.

Ibis Styles

28/28 (100%) of windows would meet the BRE Target. 28/28 (100%) of rooms would meet with the BRE Alternative NSL target.

Given the level of sensitivity of this block, site context and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be negligible.

Holiday Inn

59/70 (83%) of windows would meet the BRE Target. Of the remaining windows there would be a minor impact on 5 (7 %). 64/70 (91%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 6 (9%).

This is hotel and all affected rooms are bedrooms and the transient nature of occupancy needs to be taken into consideration

Given the level of sensitivity of this block, site context and the low number of rooms which will experience changes in daylight amenity the overall magnitude of change to the daylight amenity in this building is considered to be minor adverse.

Sunlight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction:

Grand Apartments

141 windows to 96 rooms were assessed for sunlight. 135 (96%) exceed the BRE alternative targets on an annual basis and 140 (99%) windows on a winter basis.

Given the sensitivity of this plot the magnitude of change is considered to be large and there would be minor adverse.

70 Dale Street

Of the 74 windows tested, 73 (99%) exceed the BRE alternative targets on an annual basis and 70 (95%) windows exceed the BRE alternative targets on a winter basis. It is noted that all windows that do not meet the target serve bedrooms which are not considered relevant in sunlight terms.

Given the sensitivity of this plot the magnitude of change is considered to be large but overall there would be negligible impact.

89-91 Piccadilly

Of the 7 windows tested, six (67%) would exceed the BRE alternative target on an annual basis and all (100%) windows would exceed the BRE alternative target on a winter basis. The three windows that would not meet the target for annual sunlight enjoy a very high level of sunlight in the baseline scenario and despite a reduction of APSH of 20% beyond the BRE Guidelines, they would still maintain the values of between 23 and 24% which is marginally below the absolute target of 25%

Given the sensitivity of this plot the magnitude of change is considered to be large but overall, there would be negligible impact.

93 Piccadilly

Of the 12 windows tested, 9 (75%) exceed the BRE alternative target on an annual basis and 11 (92%) windows exceed the BRE alternative target on a winter basis.

The two windows that do not meet the target would experience a reduction of sunlight within 20% of the BRE alternative target s and the third windows marginally below that. However, all three enjoy a very high level of sunlight in the baseline scenario and despite reductions beyond the BRE alternative target, they still maintain the values of between 23 and 24% which is marginally below the absolute target of 25%.

Given the sensitivity of this plot the magnitude of change is considered to be large but overall there would be negligible impact.

Abode

Of the 71 windows tested, 66 (93%) exceed the BRE alternative target on annual basis and 69 (97%) windows exceed the BRE alternative target of 5% on a winter basis. All of the windows that would not meet the target are located within three studio apartments, two on the fourth floor and one on the fifth floor. While the individual windows experience reductions beyond the BRE alternative target, these rooms are multi aspects and as a whole, would maintain a very good level of sunlight post-development in excess of the minimum recommended targets.

It is also noted that this is a hotel and all affected rooms are bedrooms and it is not a typical residential use such that the transient nature of occupancy needs to be taken into consideration.

Given the sensitivity of this plot the magnitude of change is considered to be large but overall there would be negligible impact.

95 and 97 Piccadilly, Malmaison Hotel, Ibis Styles and The Holiday Inn

all of the windows would meet the alternative target for annual and winter sunlight and any impacts would therefore be negligible.

There are no areas of public realm that require consideration of impact permanent shadowing and sunlight hour's appraisal.

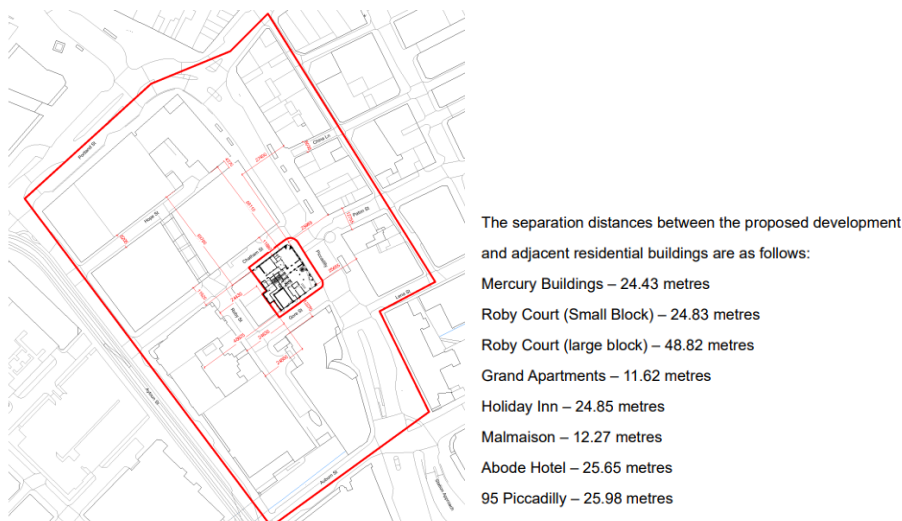
The impacts on the levels of daylight and sunlight enjoyed by some of the residents of the 85-97 Piccadilly, The Grand, Mercury Buildings, Roby Court and 70 Dale Street are important. Overall, there is a good level of compliance with the BRE Guidance to habitable rooms when assessed against the alternative VSC and NSL targets.

However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its City Centre location. The following matters are important:

- The site had a previous now expired planning permission as detailed above (granted consent in January 2019).
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- Some rooms that do not achieve guidance have balconies above or are set within lightwells which impairs visible sky.
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that, at some point in time, development will occur. This is increased in a city centre like Manchester where there is a shortage of housing for home owners and the private rented sector;
- The site is in the City Centre and is designated for high density development;

It is considered that the above impacts have been tested and perform to an acceptable level against the BRE guidelines

Privacy and Overlooking



Small separation distances between buildings is characteristic of these dense urban environment within the City Centre. The windows on the western elevation of the proposed tower would be approximately 24m away from the windows on the nearest

elevation of the Mercury Building and this is considered to be an acceptable distance which would exceed that typically found in more suburban locations

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and surrounding area. This has been modelled using wind tunnel testing of a scaled model of the building which simulated the effect of wind, combined with long-term wind statistics. The assessment used the Lawson Comfort Criteria which seek to define the reaction of an average pedestrian to the wind. The Lawson Criteria are well-established in the UK for quantifying wind conditions but is not a UK 'standard', and the criteria are recognised by local authorities as a suitable benchmark for wind assessments. Under construction consents within 400m radius were included, which is the UK industry standard for capturing local features which might be affected.

The sensitive receptors were identified as people using nearby and proposed external seating areas, building and off site entrances, external seating areas and bus stops. General thoroughfares are of medium sensitivity to pedestrian comfort, as users are not expected to dwell for significant periods in specific regions. Building entrances and amenity spaces are of high sensitivity to pedestrian comfort.

The Baseline used was for the existing building on site, with the existing surrounds.

The site is relatively sheltered by surrounding buildings and conditions in and around it is expected to be suitable for existing pedestrian activities. The roof-top terrace would have 1.4 m high solid balustrades but were not designed specifically to mitigate wind effects. With this in place there are however no requirements for embedded mitigation with regards to wind microclimate effects for the completed proposal.

The assessment concludes that there are no wind safety risks. Ground level wind conditions would be suitable for the intended use, or retain the existing baseline conditions, for all thoroughfares. The balustrades on the roof terrace deflects winds up and over the terrace such that the amenity space have suitable conditions for long periods of outdoor sitting throughout the year. All impacts would be negligible.

Committed surrounding developments lie some distance away and generally comprise modest massing additions to the urban contexts, existing building entrances, proposed entrances, bus stops, spill out seating areas. Conditions around the site would not be impacted by the inclusion of consented cumulative schemes.

Air quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA.

The site is close to homes, educational establishments, offices, hotels and other commercial uses that could be affected by construction traffic and that associated with the completed scheme and have a high to medium sensitivity to air quality conditions. The potential effects during construction from dust and particulate emissions from site activities and materials movement have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014. The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations.

The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK). The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that homes and other sensitive buildings would be affected by construction vehicles accessing the site.

There could be cumulative impacts from other nearby developments under construction at the same time. The impact on human health would be high for demolition, earthworks, and construction. The main impact on local air quality conditions would be dust from the construction.

The impact from construction traffic would be lower due to condition and surface material of surrounding main roads. Mitigation measures which would minimise the impact on local air quality include dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan. These measures would be secured through the construction management plan condition. The completed development would generate traffic, but this would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}). As such mitigation is not required when the development is occupied.

It would be a low car development with 35 cycle spaces. A travel plan would encourage public transport use and reduce vehicle trips. The site is ideally located for walking and cycling and is close to Piccadilly Station and Piccadilly Gardens. There would be no gas fired boilers or generators which would normally contribute to air quality conditions.

A mechanical ventilation system would ensure that air intake to the rooms would be fresh and free from pollutants. Local air quality conditions are poor, but the proposal would have no material impact on current conditions and the accommodation can be mitigated against current conditions. Environmental Health concur with the conclusions and recommendations within the air quality report.

Noise and Vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing.

Construction noise levels would be acceptable provided that the operating and delivery hours are adhered to, with an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition. When the development is occupied, the acoustic specification of the rooms and breakout from the café uses would limit noise egress and ingress. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the rooms are acceptable, and they do not overheat. Further details would be agreed by a condition and be subject of verification prior to occupation.

Post-construction impacts should be investigated and mitigation measures have been identified which could be controlled by a condition.

TV and Radio reception and Broadband

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services.

This established baseline levels is of a low quality and strength. It has also established potential properties where reception could be affected. The majority of properties are commercial, but the Malmaison Hotel and Doubletree by Hilton Hotels could be affected. These hotels will have communal TV systems and may require mitigation. The tower cranes could also cause signal disruption in similar areas.

The proposal is unlikely to adversely impact on radio as coverage is good. Mitigation for impacts from tower cranes could be mitigated by repositioning crane jibs or arms, this could be controlled by a condition.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and HE guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable

Crime and Disorder

The increased footfall, additional residents and improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues

The archaeological interest in the site is negligible and no further investigation is warranted and archaeological matters do not need to be considered further.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure

The site is in the Impact Risk Zones of Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), which lies approximately 5.26 km north-east. The majority of the site has little potential for roosting bats due to a lack of suitable structures or trees. It has no suitability for common bird species due to a lack of suitable foraging or nesting habitat. No invasive species were identified at the site. The proposal would result in the loss of early successional scrub with wildlife issues restricted to nesting birds

There is no requirement for the provision of Biodiversity Net Gain as the application was submitted prior to the relevant legislation coming into effect. Bat and bird roost boxes would be secured via a condition.

Waste and Recycling

Waste management strategy details how waste would be managed. It considers waste in accordance with the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.

The ground floor refuse store would be accessed from Chatham Street. The management staff would move the bins out on collection days to the dedicated area.

Environmental Health consider the waste management arrangements to be acceptable.

Flood Risk and Sustainable Urban Drainage Strategy (Suds)

The site is in flood zone 1 and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from proposals which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas. The drainage strategy has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval

Contaminated Land

A Phase I Desk Study has been prepared based on desktop / published sources, a site walkover and preliminary sampling and analysis. Whilst the site is partially vacant contaminative historical industrial operations are known to have taken place on and adjacent to the site.

Further excavations are necessary to fully assess the site. Mitigation measures may be required but with these in place, the site would present a low risk. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Aerodrome safeguarding

There are no safeguarding issues.

Accessibility/ Inclusive Access

Access into the main entrance lobby would be level. All floors would be accessible by lift which is currently not the case with the listed buildings. The lowering of the ground floor would introduce level access to the listed building. There would be two blue-badge bays for guests on Roby Street, 60m from the main entrance. There are accessible bays in the MSCP on Chatham Street.

5% of rooms (13 rooms) would be fully accessible. One could have a hoist tracked system installed. A condition would require a strategy for the management and provision of more certified mobile hoists in rooms based on demand.

A condition would ensure that a strategy is approved for the pick up and drop off to support disabled guests, and their luggage, including valet parking.

Fire Safety

Information in relation to site layout, water supplies for firefighting purposes and access for fire appliances is acceptable for planning purposes. Government advice is very clear that the review of fire safety through the planning process should not duplicate matters that should be considered through building control.

Local Labour

A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement for both the construction and operational phases.

Construction Management

Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise

It has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it would not be unusual for this urban context, can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The proposal would develop a derelict site in urgent need of investment. It would provide much needed high quality aparthotel accommodation. The new building would be sustainable with high quality materials and elevational treatment and addresses street frontages. Others benefits include job creation and public realm improvements.

There would be some harm caused to heritage assets but this would be less than substantial and would be outweighed by the public benefits.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 195, 201, 202, 203, 205,206,208 and 210 of the NPPF and that there is a clear and convincing case to support the harm which is outweighed by the benefit of bringing the site back into use.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis

of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendations

137794/FO/2023 : Approve

137795/LO/2023 : Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

137794/FO/2023

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

(a) Dwgs HMP-BA-10-L01-DP-A-0, Rev P01 S2 - Location Plan; MP-BA-10-L00-DP-A-0, Rev P04 S2 - Site Plan; HMP-BA-10-EW-DP-A-0, Rev P05 S2 - Site West Elevation; HMP-BA-10-ES-DP-A-0, Rev P05 S2 - Site South Elevation; HMP-BA-10-EN-DP-A-0, Rev P06, S2 - Site North Elevation; HMP-BA-10-EE-DP-A-0, Rev P05 S2 - Site East Elevation;

(b) Dwgs HMP-BA-12-B01-DP-A-0, Rev P01 S2 - Demolition Basement Plan; HMP-BA-12-EE-DP-A-0, Rev P03 S2 - Demolition East Elevation, Heritage; HMP-BA-12-L00-DP-A-0, Rev P03 S2 - Demolition Ground Floor Plan ; HMP-BA-12-L01-DP-A-0, Rev P01 S2 - Demolition First Floor Plan; HMP-BA-12-L02-DP-A-0, Rev P01 S2 - Demolition Second Floor Plan; HMP-BA-12-L03-DP-A-0, Rev P01 S2 - Demolition Third Floor Plan; HMP-BA-12-L04-DP-A-0, Rev P01 S2 - Demolition Fourth Floor Plan; HMP-BA-12-L05-DP-A-0, Rev P01 S2 - Demolition Fifth Floor Plan; HMP-BA-12-SN-DP-A-0, Rev P03 S2 - Demolition North Section Heritage;

(c) HMP-BA-20-B01-DP-A-0, Rev P01 S2 - Basement Floor Plan; HMP-BA-20-L00-DP-A-0, Rev P04 S2 - Ground Floor Plan; HMP-BA-20-M01-DP-A-0, Rev P03 S2 - Mezzanine Floor Plan; HMP-BA-20-L01-DP-A-0, Rev P01 S2 - Level 1 Floor Plan;

HMP-BA-20-L02-DP-A-0, Rev P03 S2 - Level 2 Floor Plan; HMP-BA-20-L03-DP-A-0, Rev P05 S2 - Level 3 Floor Plan; HMP-BA-20-L04-DP-A-0, Rev P04 S2 - Level 4 Floor Plan; HMP-BA-20-L05-DP-A-0, Rev P02 S2 - Level 5 Floor Plan; HMP-BA-20-L06-DP-A-0, Rev P02 S2 - Level 6-20 Floor Plans; HMP-BA-20-L21-DP-A-0, Rev P02 S2 - Level 21-24 Floor Plans; HMP-BA-20-L25-DP-A-0, Rev P02 S2 - Level 25-26 Floor Plans; HMP-BA-20-L27-DP-A-0, Rev P02 S2 - Level 27 Floor Plan; HMP-BA-20-L28-DP-A-0, Rev P01 S2 - Level 28 Floor Plan; HMP-BA-20-L29-DP-A-0, Rev P01 S2 - Level 29 Floor Plan; HMP-BA-20-L30-DP-A-0, Rev P01 S2 - Level 30 Floor Plan; HMP-BA-20-L32-DP-A-0, Rev P02 S2 - Level 32 Floor Plan; HMP-BA-20-R00-DP-A-0, Rev P01 S2 - Roof Plan;

(d) HMP-BA-20-SN1-DP-A-0, Rev P03 S2 - North Section; HMP-BA-20-SW1-DP-A-0, Rev P04 S2 - West Section;

(e) HMP-BA-21-01-DP-A-0, Rev P05 S2 - Bay Studies 1 of 10; HMP-BA-21-02-DP-A-0, Rev P06 S2 - Bay Studies 2 of 10; HMP-BA-21-03-DP-A-0, Rev P05 S2 - Bay Studies 3 of 10; HMP-BA-21-04-DP-A-0, Rev P05 S2 - Bay Studies 4 of 10; HMP-BA-21-05-DP-A-0, Rev P05 S2 - Bay Studies 5 of 10; HMP-BA-21-06-DP-A-0, Rev P03 S2 - Bay Studies 6 of 10; HMP-BA-21-07-DP-A-0, Rev P03 S2 - Bay Studies 7 of 10; HMP-BA-21-08-DP-A-0, Rev P01 S2 - Bay Studies 8 of 10; HMP-BA-21-09-DP-A-0, Rev P01 S2 - Bay Studies 9 of 10; HMP-BA-21-10-DP-A-0, Rev P01 S2 - Bay Studies 10 of 10;

(f) HMP-BA-21-EE-DP-A-0, Rev P05 S2 - East Elevation; HMP-BA-21-EN-DP-A-0, Rev P06 S2 - North Elevation; HMP-BA-21-ES-DP-A-0, Rev P05 S2 - South Elevation; HMP-BA-21-EW-DP-A-0, Rev P05 S2 - West Elevation;

(g) HMP-BA-35-B01-DP-A-0, Rev P01 S2 - Basement Reflected Ceiling Plan; HMP-BA-35-L00-DP-A-0, Rev P03 S2 - Ground Floor Reflected Ceiling Plan; HMP-BA-35-M01-DP-A-0, Rev P04 S2 - Mezzanine Reflected Ceiling Plan; HMP-BA-35-L01-DP-A-0, Rev P04 S2 - Level 1 Reflected Ceiling Plan; HMP-BA-35-L02-DP-A-0, Rev P04 S2 - Level 2 Reflected Ceiling Plan; HMP-BA-35-L03-DP-A-0, Rev P05 S2 - Level 3 Reflected Ceiling Plan; HMP-BA-35-L04-DP-A-0, Rev P03 S2 - Level 4 Reflected Ceiling Plan;

(h) Room2 Homotel Piccadilly, Manchester An Assessment Archaeological Desk Report Update July 2024 by PCA;

(i) Preliminary BREEAM Assessment Room2 Homotel Piccadilly Manchester by eight versa Rev 03 23-05-24;

(k) PHASE I GEO-ENVIRONMENTAL SITE ASSESSMENT 12 - 16 PICCADILLY, MANCHESTER M1 3AQ REC REFERENCE: 101145P1R0 REPORT PREPARED FOR: TOYOKO INN CO LIMITED MARCH 2016 as as supplemented by the 12-16 Piccadilly, Manchester Supplementary Geoenvironmental Review February, 2024 by CGL;

(l) Noise Impact Assessment Report (RIBA Stage 2), Report 25720.NIA.01 Rev F by KP Acoustics;

(m) HOMETEL PICCADILLY Sustainability Services, Energy Statement, 14607-WBS-ZZ-ZZ-RP-SU-10001 P06 August 2024 by Waterman;

(n) Room2 Homotel Piccadilly Manchester Circular Economy Statement, by JLL | Sustainable Asset Services May 2024;

(o) ROOM 2 HOMETEL, 12-16 PICCADILLY, MANCHESTER, M1 3AN
PROPOSED HOTEL DEVELOPMENT Stage 1 Road Safety Audit, February 2024
RW-LF-24-4332-RSA1 by the Safety Forum;

(p) Room2 Homotel Piccadilly, Manchester Draft Travel Plan by Price and Myers
Rev 3 July 2024;

(q) Waste management and servicing strategy date 9 th July 2024 by Bennetts Associates;

(r) V/FM & DAB RECEPTION SURVEY REPORT 9th July 2024 by SCS;

(s) Proposed Parking Layout plan 30578 8000 Rev 6, 30578 9004 Rev PO21 and 30578 9004 Rev PO2 stamped as received on 15-07-24;

(t) room2 Homotel Manchester Stage 2 Fire Strategy HOMA-BHE-XX-XX-RP-YD-0002 P056621 12 July 2024 Revision P03;

(u) Room2 Homotel Piccadilly Manchester Air Quality Assessment July 2024 by Waterman;

(v) Heritage Assessment July 2024;

(x) Broadband and Connectivity Report June 2023;

(y) Structural Engineering Report May 2023;

(z)Transport Statement June 2024;

(aa) Ventilation and Extraction Systems June 2023

(bb) ES Main Text and Appendices:

1. Introduction 2. EIA Methodology and Consideration of Alternatives 3. Site Description 4. Alternatives; 5.The Proposed Development, 6. Townscape and Visual, 7. Built Heritage, 8. Daylight, Sunlight and Overshadowing; 9. Wind Microclimate, 10 Climate Change.11.Cumulative Effects, 12.Summary and Conclusions.

and

(cc) ES Volume -Non Technical Summary

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, CC4, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan policies DC18.1, DC19.1, DC20 and DC26.1.

3) (a) Prior to the commencement of development within Phase 1, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development of that phase shall be carried out in accordance with the approved details.

and

(b) Prior to above ground development submission of a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle in line with the measures set out within the Room2 Hometel Piccadilly Manchester
Circular Economy Statement, by JLL | Sustainable Asset Services May 2024

(c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) Notwithstanding the PHASE I GEO-ENVIRONMENTAL SITE ASSESSMENT 12 - 16 PICCADILLY, MANCHESTER M1 3AQ
REC REFERENCE: 101145P1R0 REPORT PREPARED FOR: TOYOKO INN CO LIMITED MARCH 2016 as as supplemented by the 12-16 Piccadilly, Manchester Supplementary Geoenvironmental Review May 2024 by CGL prior to the

commencement of the development the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

- (i) Submission of Site Investigation Proposals
- (ii) Submission of a Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy

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

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

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

5) No development shall take place until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

6) Prior to the commencement of development details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of bat boxes and bricks, bird boxes and appropriate planting shall be submitted and approved in writing by the City Council as local planning authority in accordance with the programme submitted and approved above.

All of the above shall be fully implemented prior to occupation of the development

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

7) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being first occupied.

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

8) Notwithstanding the details as set out within the Room2 Hometel Piccadilly, Manchester Flood Risk Assessment and Drainage Report Rev 04, 09 July 2024 no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

*A finalised drainage layout showing all components, outfalls, levels and connectivity;

*Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

*Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;

*A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less are than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant.

*An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

*Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

* Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change;

*Assessment of overland flow routes for extreme events. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

*Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

*Where surface water is connected to Main River, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of proposed flows and/or new connection will suffice.

* Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

* Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.

* Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from

Manchester City Council as Lead Local Flood Authority. Consent applications can be arranged by contacting the Lead Local Flood Authority.

*Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice.

*For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.

*Hydraulic calculation of the proposed drainage system;

* Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and Core Strategy Policies SP1, DM1 EN08 and EN14.

9) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

10) (a) Notwithstanding the details submitted as set out in the Noise Impact Assessment Report (RIBA Stage 2), Report 25720.NIA.01 Rev F by KP Acoustics before development commences a final scheme for acoustically insulating the development hereby permitted against any actual or potential sources of noise from:

(a) any commercial/industrial premises in the vicinity of the development

(b) the local traffic network;

(c) any mechanical ventilation system installed as part of the development; and

(d) noise transfer from the bar/restaurant/ exhibition/museum area to aparthotel rooms;

shall be submitted to the City Council as local planning authority in writing for its written approval

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The approved noise insulation scheme shall be completed before the approved uses commence.

(b) Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

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

11) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

12) (a) Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives;

(b) Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

13) Prior to occupation a scheme for the acoustic insulation of any plant including externally mounted ancillary equipment, lift equipment, substation and any emergency plant associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

The approved details shall be implemented and remain in place for as long as the above uses are operational

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

14) Final details of the method of extraction of any fumes, vapours and odours from any kitchen shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy of the hotel and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance or documents which supersede this guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

15) The waste arrangements for the aparthotel and bar/ restaurant shall be operated in accordance with the Waste management and servicing strategy date 9 th July 2024 by Bennetts Associates

The details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

16) The museum / exhibition space shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority.

The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

17) The development hereby approved shall be carried out in accordance with the targets set out within the HOMETEL PICCADILLY Sustainability Services, Energy Statement, 14607-WBS-ZZ-ZZ-RP-SU-10001 P06 August 2024 by Waterman

A post construction statement shall be submitted within 12 months of occupation of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

18) Prior to implementation of any proposed lighting scheme details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

19) The development hereby approved shall be carried out in accordance with the Room2 Homotel Piccadilly, Manchester Draft Travel Plan by Price and Myers Rev 3 July 2024

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

In this condition a revised travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by hotel guests and staff;
- ii) a commitment to surveying the travel patterns of hotel guests and staff within the first six months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car; and
- vi) details of how the parking requirements of a disabled guest would be met by the hotel operator,

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

20) Notwithstanding the TV/FM & DAB RECEPTION SURVEY REPORT 15th May 2023 by SCS within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified

television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy

21) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday the times shall be confined to 10:00 to 18:00

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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

22) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

23) The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas.

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

24) If any external lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

25) Notwithstanding the details contained within condition 2 above prior to the first occupation of the aparthotel a scheme of highway works and footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

(a) Details of the service layby (noting the Highways comments supplied during the processing of this application in relation to costs for the loss of parking spaces);

(b) Any modifications / improvements to the public highway or footpath and evidence of associated S278 agreement; and

(c) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries; and

(d) Evidence of the agreed amendments to TRO's associated with the above;

and shall be implemented and be in place prior to the first occupation of the aparthotel accommodation and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

26) The development shall be carried out in accordance with sections 3, 4, 5 and 6 of the Crime Impact Statement Version D 24-05-24

The development shall only be carried out in accordance with these approved details and within 12 months of completion, the applicant will confirm in writing to the Council as local planning authority that the development has achieved Secure by Design accreditation

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework

27) No doors (other than those designated as fire exits, access shown on Dwg HMP-BA-20-L00-DP-A-0 P04 Rev S2 stamped as received on 11-07-24 shall open outwards onto adjacent public highway.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

28) The 35 cycle parking spaces shall be fully implemented as shown in dwg HMP-BA-20-L00-DP-A-0 P04 Rev S2 The development shall not be occupied unless and until the above cycle parking spaces are in place

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

29) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 13. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

30) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the PV's to the building hereby approved. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

31) The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing SK 001, Rev 2.

For the avoidance of doubt surface water must drain at the restricted rate of 2.5l/s.

The approved scheme shall be implemented in full before use of the use first commences and retained thereafter for the lifetime of the development.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding and to ensure that foul and surface water will be drained on a separate system,

Reason - Pursuant to National Planning Policy Framework Section 15 and Core Strategy policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

32) In relation to site layout, water supplies for firefighting purposes and access for fire appliances, the development shall be implemented in accordance with the room2 Hometel Manchester Stage 2 Fire Strategy HOMA-BHE-XX-XX-RP-YD-0002 P056621 14 June 2023 Revision P02

Reason

To ensure a satisfactory development pursuant to Policy DM1 of the Core Strategy and in accordance with the Fire safety and high-rise residential buildings Guidance August 2021.

33) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

34) Accessible rooms shall be carried out in accordance with the Design and Access Statement Prepared by room2 Homestay: Manchester Piccadilly Design and Access Statement: July 2023 by Bennetts Associates

The approved details shall be implemented and be in place prior to the first use of the and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the accommodation is accessible to all pursuant to policy DM1 of the Manchester Core Strategy (2012).

35) The window(s) at ground level shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

36) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as an hotel (C1) with ancillary restaurant/bar and museum / exhibition space and for no other purposes.

Reason - To ensure that the building is used solely for the intended purpose to safeguard the character of the area pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

37) Prior to occupation of the hotel use a strategy for the management and provision of suitable certified mobile hoists within the rooms for disabled people shall be submitted to and approved in writing by the City Council as Local Planning Authority on the basis of an initial provision of one hoist. Final details of the number and types of hoists shall be submitted to and agreed in writing not more than 12 months following the use of the hotel commencing. The details shall include an evidence

based assessment/evaluation of the demand for this facility by guests. The approved details shall be fully implemented and retained thereafter.

Reason - To ensure that adequate provision of hoist facilities for guests is provided, pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy (2012).

38) Prior to commencement of the apart hotel use a management Strategy for patrons of the ancillary bar / restaurant use shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this shall include:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

39) Prior to first occupation of the development hereby approved, a strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority, for the pick up and drop off arrangements to support disabled guests, and their luggage, enter and exit the hotel from the surrounding highway (including loading bay to Chatham Street) or when dropped off/ picked up by a taxi or other vehicle from outside of the hotel to include the provision of a valet parking service)

The approved strategy shall be implemented upon first use of the development and thereafter retained for as long as the development remains in use.

Reason - To ensure that adequate arrangements are put in place to assist disabled guest enter and exit the hotel from the surrounding highway pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy

40) Before development commences, a full photographic record of the building (internally and externally before and after any strip out / demolition works) including all areas where physical changes are proposed, shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To provide a record of any archaeological remains and of the listed building's appearance and condition before works commence, in accordance with saved policy DC20 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

41) Before erection of any external scaffolding commences a methodology and specification for that scaffolding including its location, means of affixing to the building, location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following removal shall be submitted to and approved in writing by the City Council as local planning authority. No development shall commence unless and until the above details have been agreed.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.s

42) Notwithstanding the details as set out in condition 2 above no works shall commence in relation to the following items within 12 Piccadilly unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

- a. Demolition method statement including building protection to safeguard the heritage asset;
- b. Detailed schedule of all (i) internal and (ii) external repairs and specification for all of the repair works to the building to include the roof and external elevations including windows, stonework, plasterwork, repointing (including specification for mortar and stone repair / replacement) prepared by a conservation specification and schedule of works;
- c. Cleaning of external elevations;
- d. Replacement windows at ground floor and replacement of windows at ground level, Level 3, and 4;
- e. Repairs to windows including survey and details of proposed works including specification and method statement;
- f. Details of making good parts of the building that are to be the subject of removals and / or demolition including the southern wall and chimney;
- g. Painting and repair all original windows to the Chatham Street and Piccadilly elevations;
- h. Replacement door and details of alterations at the Chatham Street and Piccadilly corner including alterations to steps and reveals and making good;

- i. Retention / relocation of marble wall finishes within existing Piccadilly entrance lobby to include a full survey and method statement for the careful removal / alterations and repair including protection during the works;
- j. Formation and making good of structural openings in the party/gable wall
- k. Detailed specification for all roof works including remove and refurbishment of roof including timber and leadwork, rainwater goods, outlets, ventilation, build up if insulation is proposed. This should be based on the principle of salvage as many features / slates as possible and reuse.
- l. Samples of any proposed slates and ridges
- m. Final design of grilles
- n. Survey of and removal of redundant external fittings and making good holes and any defects such as former scaffolding fixing points, signage fixings points.
- o. Details of slatted screens to Gore Street

All of the above shall be implemented in accordance with the approved details before the development is first occupied

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

43) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

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

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1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

(a) Dwgs HMP-BA-10-L01-DP-A-0, Rev P01 S2 - Location Plan; MP-BA-10-L00-DP-A-0, Rev P04 S2 - Site Plan; HMP-BA-10-EW-DP-A-0, Rev P05 S2 - Site West Elevation; HMP-BA-10-ES-DP-A-0, Rev P05 S2 - Site South Elevation; HMP-BA-10-EN-DP-A-0, Rev P06, S2 - Site North Elevation; HMP-BA-10-EE-DP-A-0, Rev P05 S2 - Site East Elevation;

(b) Dwgs HMP-BA-12-B01-DP-A-0, Rev P01 S2 - Demolition Basement Plan; HMP-BA-12-EE-DP-A-0, Rev P03 S2 - Demolition East Elevation, Heritage; HMP-BA-12-L00-DP-A-0, Rev P03 S2 - Demolition Ground Floor Plan ; HMP-BA-12-L01-DP-A-0, Rev P01 S2 - Demolition First Floor Plan; HMP-BA-12-L02-DP-A-0, Rev P01 S2 - Demolition Second Floor Plan; HMP-BA-12-L03-DP-A-0, Rev P01 S2 - Demolition Third Floor Plan; HMP-BA-12-L04-DP-A-0, Rev P01 S2 - Demolition Fourth Floor Plan; HMP-BA-12-L05-DP-A-0, Rev P01 S2 - Demolition Fifth Floor Plan; HMP-BA-12-SN-DP-A-0, Rev P03 S2 - Demolition North Section Heritage;

(c) HMP-BA-20-B01-DP-A-0, Rev P01 S2 - Basement Floor Plan; HMP-BA-20-L00-DP-A-0, Rev P04 S2 - Ground Floor Plan; HMP-BA-20-M01-DP-A-0, Rev P03 S2 - Mezzanine Floor Plan; HMP-BA-20-L01-DP-A-0, Rev P01 S2 - Level 1 Floor Plan; HMP-BA-20-L02-DP-A-0, Rev P03 S2 - Level 2 Floor Plan; HMP-BA-20-L03-DP-A-0, Rev P05 S2 - Level 3 Floor Plan; HMP-BA-20-L04-DP-A-0, Rev P04 S2 - Level 4 Floor Plan; HMP-BA-20-L05-DP-A-0, Rev P02 S2 - Level 5 Floor Plan; HMP-BA-20-L06-DP-A-0, Rev P02 S2 - Level 6-20 Floor Plans; HMP-BA-20-L21-DP-A-0, Rev P02 S2 - Level 21-24 Floor Plans; HMP-BA-20-L25-DP-A-0, Rev P02 S2 - Level 25-26 Floor Plans; HMP-BA-20-L27-DP-A-0, Rev P02 S2 - Level 27 Floor Plan; HMP-BA-20-L28-DP-A-0, Rev P01 S2 - Level 28 Floor Plan; HMP-BA-20-L29-DP-A-0, Rev P01 S2 - Level 29 Floor Plan; HMP-BA-20-L30-DP-A-0, Rev P01 S2 - Level 30 Floor Plan; HMP-BA-20-L32-DP-A-0, Rev P02 S2 - Level 32 Floor Plan; HMP-BA-20-R00-DP-A-0, Rev P01 S2 - Roof Plan;

(d) HMP-BA-20-SN1-DP-A-0, Rev P03 S2 - North Section; HMP-BA-20-SW1-DP-A-0, Rev P04 S2 - West Section;

(e) HMP-BA-21-01-DP-A-0, Rev P05 S2 - Bay Studies 1 of 10; HMP-BA-21-02-DP-A-0, Rev P06 S2 - Bay Studies 2 of 10; HMP-BA-21-03-DP-A-0, Rev P05 S2 - Bay Studies 3 of 10; HMP-BA-21-04-DP-A-0, Rev P05 S2 - Bay Studies 4 of 10; HMP-BA-21-05-DP-A-0, Rev P05 S2 - Bay Studies 5 of 10; HMP-BA-21-06-DP-A-0, Rev P03 S2 - Bay Studies 6 of 10; HMP-BA-21-07-DP-A-0, Rev P03 S2 - Bay Studies 7 of 10; HMP-BA-21-08-DP-A-0, Rev P01 S2 - Bay Studies 8 of 10; HMP-BA-21-09-DP-A-0, Rev P01 S2 - Bay Studies 9 of 10; HMP-BA-21-10-DP-A-0, Rev P01 S2 - Bay Studies 10 of 10;

(f) HMP-BA-21-EE-DP-A-0, Rev P05 S2 - East Elevation; HMP-BA-21-EN-DP-A-0, Rev P06 S2 - North Elevation; HMP-BA-21-ES-DP-A-0, Rev P05 S2 - South Elevation; HMP-BA-21-EW-DP-A-0, Rev P05 S2 - West Elevation; and

(g) HMP-BA-35-B01-DP-A-0, Rev P01 S2 - Basement Reflected Ceiling Plan; HMP-BA-35-L00-DP-A-0, Rev P03 S2 - Ground Floor Reflected Ceiling Plan; HMP-BA-35-M01-DP-A-0, Rev P04 S2 - Mezzanine Reflected Ceiling Plan; HMP-BA-35-L01-DP-A-0, Rev P04 S2 - Level 1 Reflected Ceiling Plan; HMP-BA-35-L02-DP-A-0, Rev P04

S2 - Level 2 Reflected Ceiling Plan; HMP-BA-35-L03-DP-A-0, Rev P05 S2 - Level 3 Reflected Ceiling Plan; HMP-BA-35-L04-DP-A-0, Rev P03 S2 - Level 4 Reflected Ceiling Plan;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, H12, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan policies DC18.1, DC19.1, DC20 and DC26.1.

4) Before erection of any external scaffolding commences a methodology and specification for that scaffolding including its location, means of affixing to the building, location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following removal shall be submitted to and approved in writing by the City Council as local planning authority. No development shall commence unless and until the above details have been agreed.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.s

5) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all internal and external elevations of 12 Piccadilly have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

6) Notwithstanding the details as set out in condition 2 above no works shall commence in relation to the following items within 12 Piccadilly unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

a. Demolition method statement including building protection to safeguard the heritage asset;

b. Detailed schedule of all (i) internal and (ii) external repairs and specification for all of the repair works to the building to include the roof and external elevations including windows, stonework, plasterwork, repointing (including specification for mortar and stone repair / replacement) prepared by a conservation specification and schedule of works;

- c. A strategy for the location and detailing of all building services, along with the detailed design including electrics and plumbing, lighting internal and external telecommunications, fire/security alarms, communal tv/satellite connections and aerials CCTV cameras (and associated cabling and equipment);
- d. Cleaning of (a) external elevations and (b) internal elevations;
- e. Final details of the M&E;
- f. Replacement windows at ground floor and replacement of windows at ground level, Level 3, and 4;
- g. Repairs to windows including survey and details of proposed works including specification and method statement;
- h. Details of making good parts of the building that are to be the subject of removals and / or demolition including the southern wall and chimney;
- i. Details of interfaces of new partitions and raised floors with original building fabric;
- j. Details of how alterations to floors will impact on levels, thresholds and features such as doors, architraves and skirtings;
- k. Fireproofing works;
- l. Painting and repair all original windows to the Chatham Street and Piccadilly elevations;
- m. Replacement door and details of alterations at the Chatham Street and Piccadilly corner including alterations to steps and reveals and making good;
- n. Restoration of the ornate ceiling to the banking hall./ Repair of plaster ceilings and architectural detailing. Based on a full survey of the existing cornices and decorative features and detailed repair / reinstatement proposals and specifications;
- o. Retention / relocation of marble wall finishes within existing Piccadilly entrance lobby to include a full survey and method statement for the careful removal / alterations and repair including protection during the works;
- p. Any proposed structural works;
- q. Any proposed dampproofing;
- r. Secondary Glazing
- s. Details of the proposed new location, restoration and methodology for removal and refitting of stained glass windows to include a full survey and details of repairs.

- t. Formation and making good of structural openings in the party/gable wall
- u. Detailed specification for all roof works including remove and refurbishment of roof including timber and leadwork, rainwater goods, outlets, ventilation, build up if insulation is proposed. This should be based on the principle of salvage as many features / slates as possible and reuse.
- v. Samples of any proposed slates and ridges
- w. Final design of grilles
- x. Survey of and removal of redundant external fittings and making good holes and any defects such as former scaffolding fixing points, signage fixings points.
- y. Internal finishes to floors, ceiling and walls including decoration.
- z. Paint analysis to inform decoration of external and internal.
- aa. Internal fit out for all rooms including fixed furniture, kitchen, seating, bathrooms etc
- bb. Openings formed in existing floor slab
- cc. Details of slatted screens to Gore Street

All of the above shall be implemented in accordance with the approved details before the development is first occupied

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 137794/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
MCC Flood Risk Management**

Work & Skills Team
Active Travel England
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Environmental Health
MCC Flood Risk Management
Highway Services
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Active Travel England
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Environmental Health
MCC Flood Risk Management
Highway Services
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Active Travel England
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

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

