



Laystall Street

Planning and Tall Building Statement

November 2022

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1. Introduction

Introduction

- 1.1. This Planning and Tall Building Statement (the ‘Statement’) accompanies an application for Full Planning Permission submitted on behalf of Ancoats Manchester Ltd (the “Applicant”) to Manchester City Council (MCC). The Statement includes a Green and Blue Infrastructure Statement within **Section 6**.
- 1.2. The Site is bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west in Manchester City Centre. A Site Location Plan is provided within **Figure 1.1** with the Site boundary outlined in red.
- 1.3. The proposals comprise a 20 storey development of 154 hotel rooms (Use Class C1), with ancillary facilities including café / bar / restaurant, gym, meeting rooms, cycle parking and associated public realm works and access.
- 1.4. The description of the Proposed Development is set out below:
“Full Planning Permission for the construction of a hotel (Use Class C1) with associated highways works, servicing arrangements, car and cycle parking, public realm works, drainage, and other associated works.”
- 1.5. The term ‘Proposed Development’ used within this Statement refers to all stages of construction and operation of the development.
- 1.6. This Statement considers the Proposed Development in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework (NPPF)(2021) and relevant guidance including Historic England’s Advice Note 4, which includes Tall Buildings Guidance (2022), and assessment criteria for considering tall buildings.

Figure 1.1 – Site Location Plan (Source: SimpsonHaugh, 2022)



The Opportunity

- 1.7. Manchester successfully competes as an international investment location and visitor destination. However, as development continues across the City, there is a finite supply of land available and therefore a need to support the regeneration of the Site in order to deliver sustainable growth.
- 1.8. Manchester is the third most visited tourism destination in England after London. The growth rate of Manchester's leisure and tourism market over the last 20 years has been significant and has outperformed all other UK towns and cities. Both The Factory and the Co-op Live Arena will open in 2023, delivering a further step-change in Manchester's visitor offer. This will be further bolstered by the refurbishment and extension of the Manchester AO Arena as well as the opening of Terminal 2 extension at Manchester International Airport.
- 1.9. The Site is in a strategic location within both the Regional Centre and City Centre, as defined in the Manchester Core Strategy. It is directly adjacent to the inner ring road along Great Ancoats Street and is in close proximity to Piccadilly Station. This specific area benefits from being in close proximity to the heart of the City Centre and principal public transportation nodes. It is also within walking distance of the Etihad Campus and Co-op Live arena and will benefit from the investments taking place to enhance walking routes to the Etihad Campus from the City Centre.
- 1.10. The Site is located within the HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF), which has been endorsed by Manchester City Council in 2014 as a material planning consideration. The SRF divides the framework area into distinct neighbourhoods. The Site is located in the 'East Village' neighbourhood which is envisaged to be a mixed-use area. The SRF emphasises intensity, diversity and strong permeability and connectivity between the City Centre and New Islington.
- 1.11. There is therefore an opportunity to draw upon the locational advantages of the Site, by delivering a new distinctive high quality, highly sustainable hotel offering within this strategic location. Development in strategic locations such as Laystall Street provides clear opportunities to deliver hotel space, to address the continued tourism and leisure demand in the City Centre, overall helping to regenerate East Village into a vibrant and diverse neighbourhood as set out by the SRF.

The Applicant

- 1.12. The Proposed Development is being brought forward by Ancoats Manchester Ltd, a collaboration between Dean Street Developments, Definition Capital, and Assured CMS ("the Applicant"). They collectively have a wealth of experience in hospitality development, investment, and construction, with a proven track record of delivering hotels across the UK for major brands including Hilton, InterContinental Hotels Group, Premier Inn, Accor and Nobu.

The Operator

- 1.13. The hotel operator is Motto by Hilton. Motto is already successfully operating in locations such as New York, Philadelphia, Washington DC in the US, and Rotterdam in the Netherlands. It is an innovative affordable, urban lifestyle brand that is centred around prime locations, authenticity, affordability, and flexibility.
- 1.14. Further information on the Hilton Motto brand can be found within **Section 3** of this Statement.

Pre-Application Consultation

- 1.15. The application proposals have been submitted following pre-application consultation with Officers at Manchester City Council, local Ward Councillors, the local community, and a wide range of statutory consultees.
- 1.16. Further details of the pre-application consultations and discussions, together with a summary of how comments have been considered in the design development, are contained within the supporting Statement of Community Consultation.

Structure of the Planning Statement

- 1.17. The remainder of this Statement is structured as follows:
- **Section 2** – provides a description of the site and surrounding area;
 - **Section 3** – sets out the justification for the proposed hotel use and hotel demand;
 - **Section 4** – describes the form of the application and Proposed Development;
 - **Section 5** – details the relevant documents that make up the Development Plan and material considerations;
 - **Section 6** – provides a broader planning assessment of the site specific planning issues;
 - **Section 7** – provides a tall building evaluation;
 - **Section 8** - concludes by summarising the case for the grant of Planning Permission.

EIA Screening

- 1.18. The Proposed Development, independently or cumulatively, does not meet the tests of the Schedules 1, 2 and 3 ‘descriptions of development’ of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, and therefore an Environmental Impact Assessment is therefore not required.

Application Documentation

- 1.19. The Planning Application is supported by the following documents in Table 1.1, which can be cross referenced to the information provided in this Statement.

Table 1.1 – Planning Documentation (Source: Deloitte LLP)

Application Documentation	Responsibility
Application forms, ownership certificates and covering letter	Deloitte LLP on behalf of the Applicant
Accommodation Schedule	SimpsonHaugh
Application Site Boundary and Location Plan	SimpsonHaugh
Design and Access Statement (incorporating details of landscaping design)	SimpsonHaugh
Planning Statement (including Green and Blue Infrastructure Statement)	Deloitte LLP
Statement of Consultation	Deloitte LLP
EIA Screening Letter	Deloitte LLP
Statement of Community Consultation	Deloitte LLP
Existing Topographical Survey	Ases Ltd
Proposed Topographical Survey	SimpsonHaugh
Flood Risk Assessment and Drainage Strategy	Shears Drainage Ltd
Energy and Sustainability Statement (including Environmental Standards Statement and BREEAM Pre-Assessment)	Elkoms
Townscape and Visual Impact Assessment	Re:Form
Heritage Statement	Stephen Levrant Heritage Architecture
Crime Impact Statement	Greater Manchester Police: Design For Security

Application Documentation	Responsibility
Television and Radio Baseline Survey Report	Pager Power
Solar Glare Assessment	GIA
Daylight & Sunlight Impact on Neighbouring Properties	GIA
Air Quality Assessment	Hoare Lee
Local Labour Agreement	Assured CMS Ltd
Technical Note on Ventilation Strategy	Elkoms
Archaeological Desk Based Assessment	Salford Archaeology
Extended Phase 1 Habitat Survey	Penny Anderson
Noise Impact Assessment	Acoustic Consultants Ltd
Transport Statement	Curtins
Framework Travel Plan	Curtins
Waste Management and Servicing Strategy	Curtins
Framework Construction Environment Management Plan	Assured CMS Ltd
Technical Aviation Safeguarding Assessment	Pager Power
Operational Management Statement	Motto by Hilton

2. Site and Surroundings

- 2.1. This Chapter includes a description of the Site, its context in relation to the surrounding area and the Site's suitability for the Proposed Development.

Site Description

- 2.2. The Site is bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west, in Manchester City Centre. The Site forms one half of a segment of vacant land located at the end of Lomax Street and Laystall Street, extending to approximately 0.05 hectares.
- 2.3. The vacant land at Lomax Street, immediately adjacent to the Site, is outside the Applicant's ownership. The Applicant has sought to engage the owner of this site in order to assemble a larger plot to develop. Despite the Applicant's best efforts, this has not been possible. The proposals have been sensitively and considerably designed to allow for the future standalone redevelopment of the adjacent vacant site.
- 2.4. The proposed Site consists of previously developed land and is predominantly hard standing with a limited amount of vegetation. The Site is currently used as a construction compound for the alteration works to the adjacent apart-hotel on Laystall Street (The Northern Quarters). On the Great Ancoats Street / Laystall Street corner of the Site there is a digital roadside billboard, providing 24/7 advertisement along Manchester's main arterial route. The Site is currently closed off for public access and is secured by temporary security fencing.

Surrounding Area

- 2.5. The Site is surrounded by a mixture of uses. To the north of the Site is Urban Exchange Retail Park that comprises Aldi Supermarket, Go Outdoors, M&S Retail Outlet, Pure Gym and associated car parking. To the east of the Site is the former Central Retail Park which remains as vacant land earmarked for comprehensive redevelopment. To the south of the Site is the other half of the segment of vacant land located at the end of Lomax Street and Laystall Street. To the south-west and south of the site there are a range of vacant buildings, surface level car parks and small office / retail uses.
- 2.6. The Site is located within the HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF) (2014) and Manchester Piccadilly SRF (2018). The SRF divides the framework area into distinct neighbourhoods. The Site is located in the 'East Village' neighbourhood which is envisaged to be a mixed-use area. The SRF emphasises intensity, diversity and strong permeability and connectivity between the City Centre and New Islington.
- 2.7. The surrounding area has seen major investment in recent years, which is starting to transform it into a vibrant mixed-use area with a genuine city centre urban form. High quality residential development is approved on Laystall Street and Lomax Street. Tall buildings at Oxygen (complete) and Port Street (recently approved) are shaping the skyline along the inner ring road. The Central Retail Park has been demolished in anticipation of comprehensive redevelopment for a mix of uses and public realm. A new 200,000 sq ft food hall on the site of the former Presbar Diecast Foundry on Store Street, south of the site, was approved in early 2022 to create a vibrant new destination for this part of the city.
- 2.8. The Site is located near to the major investment areas of Ancoats, East Manchester and the Etihad football ground. At present, there are a number of gap sites that exist between these destinations, Piccadilly, the inner ring road and wider East Manchester. In order to support a wide range of strategic regeneration objectives, there is a need to fill in these gaps sites to enhance physical and functional connectivity between these major investment areas.

Site Specific Environmental Designations

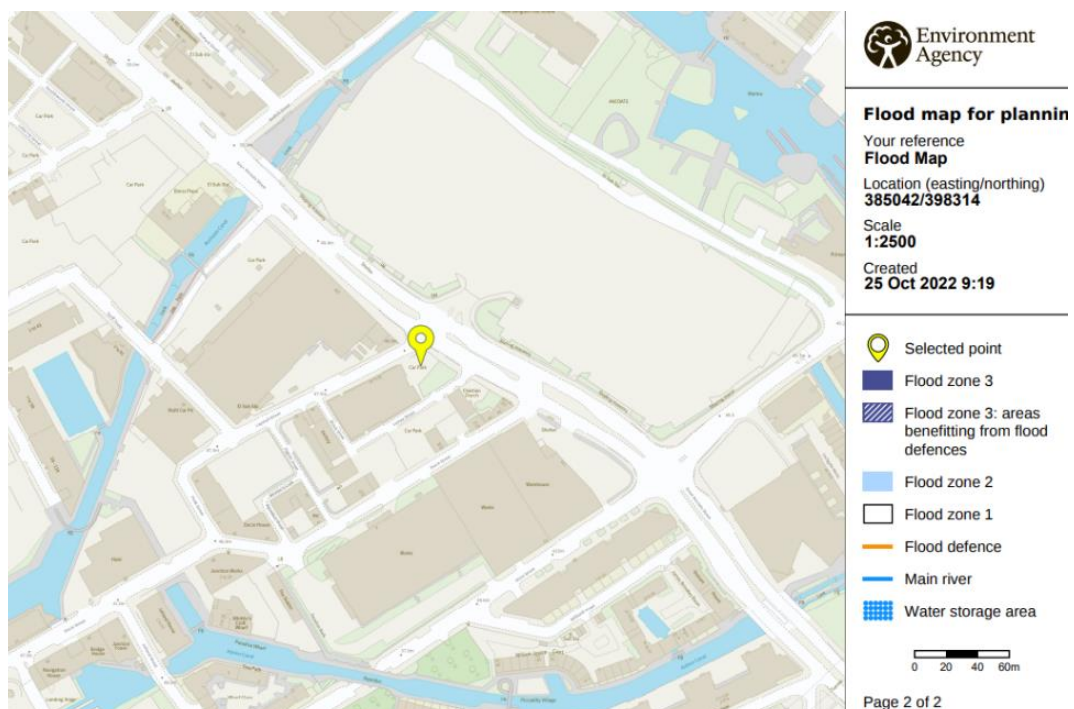
Air Quality

- 2.9. The Site is situated in the Greater Manchester Combined Authority Air Quality Management Area (AQMA). Therefore, the Site is within an area of the City that has not met the air quality standards and objectives, as set out by the Air Quality Strategy.
- 2.10. An Air Quality Assessment has been prepared by Hoare Lea and submitted alongside the application, which sets out further details in relation to the impacts associated with the construction of the Proposed Development. **Ecology**
- 2.11. There are no statutory or non-statutory ecological designations within the Site. There are no designated sites within 1km of the Site boundary, and those situated further afield are considered unlikely to be impacted by the Proposed Development due to distance and lack of habitat connectivity.
- 2.12. For further details on ecology, please refer to the Extended Phase 1 Habitat Survey prepared by Penny Anderson Associates.

Flood Risk and Drainage

- 2.13. According to the Environment Agency's Flood Map (**Figure 2.2**), the Site is located within Flood Zone 1 and as such, there is less than 0.1% chance of flooding per annum.
- 2.14. The Site falls within a Critical Drainage Area as prescribed by the Manchester, Salford, and Trafford Strategic Flood Risk Assessment.
- 2.15. For further details on flood risk, please refer to the Flood Risk Assessment and Drainage Strategy prepared by Shear Drainage.

Figure 2.2 – Flood Risk Map (Source: Environment Agency, 2022)



Heritage

- 2.16. The Site is not located within a Conservation Area and does not contain any designated or non-designated heritage assets. As shown in **Figure 2.4**, there are however several heritage assets within a 250m radius of the Site.
- 2.17. Using Historic England's Map Search, a total of 11 Grade II and Grade II* listed building and structures were identified within a 250m radius of the Site.
- 2.18. A 500m radius was initially considered in order to assess short-to-long range views across the townscape. However, the study area was reduced to 250m when considering the heritage impact, due to the dense urban environment that characterises the city centre to the north and west of the Site, which subsequently limits heritage views across the townscape.
- 2.19. For further details on heritage and the nearby heritage assets, please refer to the Heritage Statement prepared by Heritage Architecture.

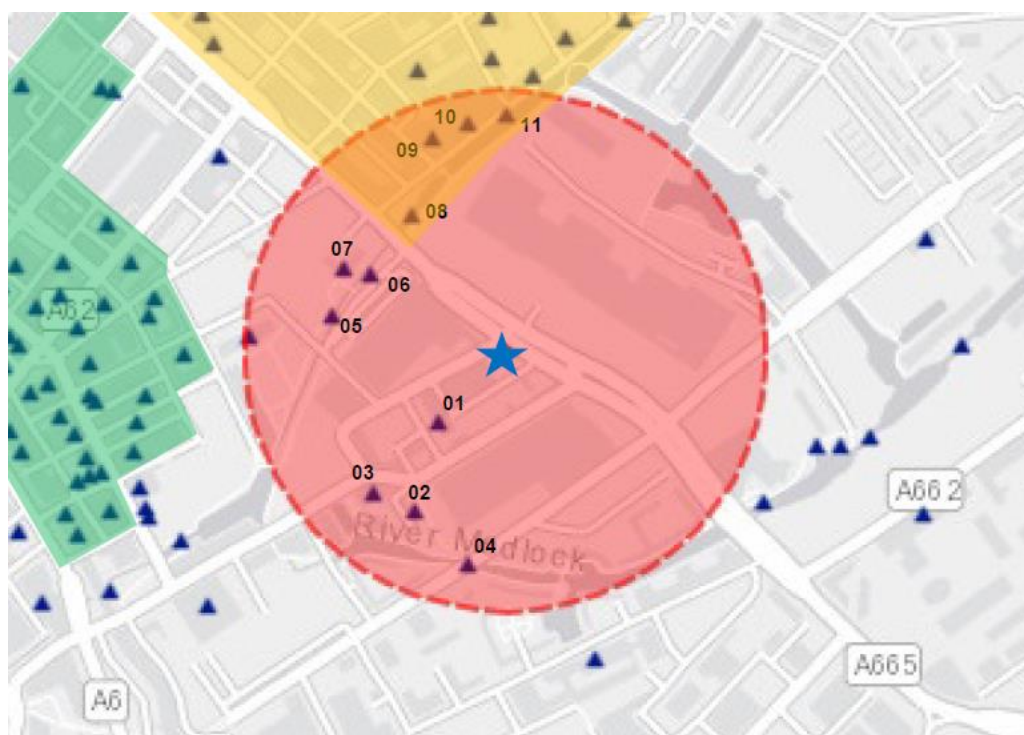
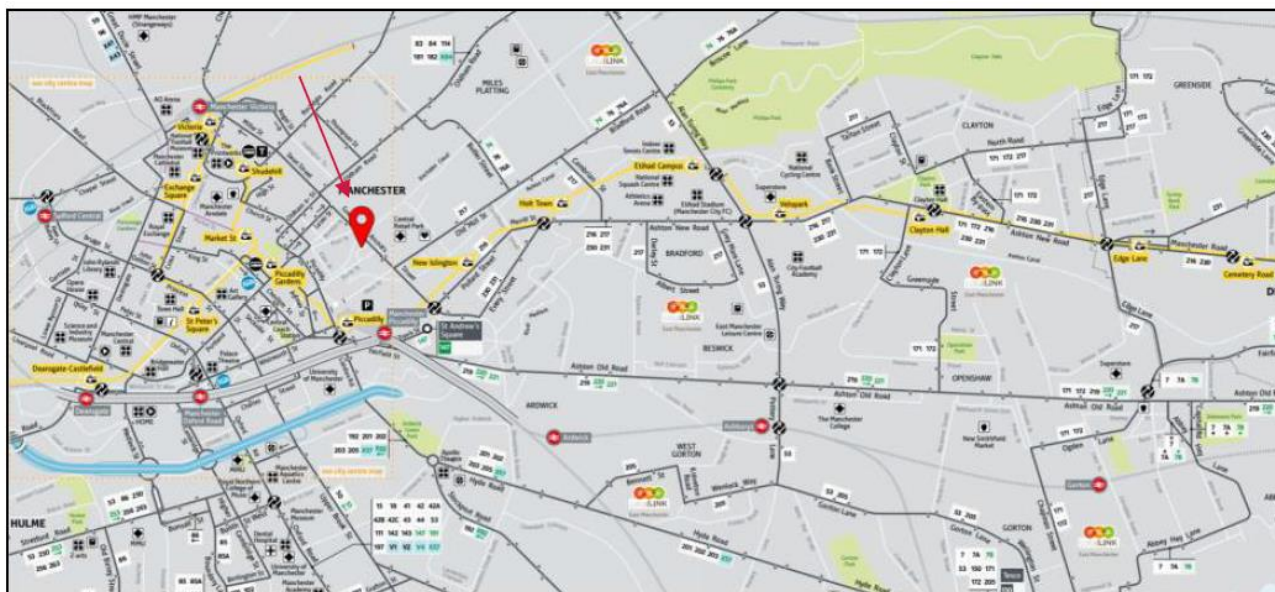


Figure 2.4 – Heritage Assets within a 250m radius (Source: Historic England, 2022)

Accessibility

- 2.20. The Site is highly accessible by foot and a variety of public transport modes, as shown in **Figure 2.5**. Manchester Piccadilly rail station is located approximately 650m southwest of the Site. The nearest Metro link is New Islington approximately 500m to the east of the Site. There are several bus stops within the vicinity of the Site, the closest being located at the junction of Ducie Street and Great Ancoats Street.
- 2.21. The vast majority of Manchester City Centre is located within 2,000m walk of the site including key retail, leisure, and tourist attractions. The existing and emerging neighbourhoods of Ancoats, New Islington, Ardwick, Northern Quarter, Ancoats, Piccadilly are also within approximately 500 – 1,000m walk of the site.
- 2.22. For further details on transport, please refer to the Transport Statement and Framework Travel Plan prepared by Curtins.

Figure 2.5 – Public Transport Network in the vicinity of the Site (Source: TfGM, 2022)



Planning History

- 2.23. A planning history search for the Site has been undertaken using MCC's Planning Public Access System. The approved planning permissions of most relevance on the Site are set out in the table below.

Table 2.1 – Site Planning History (Source: Deloitte)

PP Reference	Description	Status
107262/AOH/2014/C2	The installation of one internally illuminated LED 48 sheet advertisement hoarding.	Appeal decided and allowed 16 June 2015
095452/REP/2011/C2	Application to extend the time limit for previously approved outline application (Ref 081355/OO/2006/C3) for the erection of a 14 storey building comprising 145 bedroom hotel (use class C1) with ground floor commercial units comprising A1 (shops), A2 (professional services), A3 (restaurants), A4 (drinking establishments) and B1 (business) and associated services including 2 levels of basement parking.	Approved 11 May 2011, now lapsed
081355/OO/2006/C3	Outline application for the erection of a 14 storey building comprising 145 bedroom hotel (use class C1) with ground floor commercial units comprising A1 (shops), A2 (professional services), A3 (restaurants), A4 (drinking establishments) and B1 (business) and associated services including 2 levels of basement parking.	Approved 11 March 2008, now lapsed

2.24. The Officer's Report for the Outline planning permission for the 14storey hotel confirmed the following key planning considerations:

- The Site is an important and prominent site fronting the Inner Relief Route representing another opportunity for the continued regeneration of the Great Ancoats Street corridor;
- The proposed hotel use would compliment the other developments along Great Ancoats Street;
- The proposed building whilst taller than the pre-existing buildings on the site would sit comfortably with the range of building heights developing along Great Ancoats Street;
- The development would make the area safer and more attractive;
- There would not be any significant impacts on the residential amenity of adjoining occupiers; and
- The development would create leisure and recreational facilities for tourists.

3. Economic Context

3.1. This Chapter sets out the economic case for a new hotel at this location. The Chapter will review:

- Manchester City's tourism market context;
- Existing and proposed visitor attractions;
- The impact of Airbnb; and
- How the proposal will meet the identified need for hotel accommodation.

Manchester's Tourism Market¹

- 3.2. Before Covid-19, tourism activity in Manchester generated approximately £5.16 billion annually and hotel occupancy was consistently over 80%.
- 3.3. As in the rest of England, hotel occupancy rates in the North-West fell dramatically from 81% to 48% in 2020 due to the pandemic. Despite ongoing restrictions related to the pandemic, Manchester's tourist market started to recover in 2021 and still attracted 4 million staycation visits and 306,000 international tourist visits, making it the most visited city in the UK, behind London and Edinburgh. It was voted the best UK city for a staycation in 2021². It was also named third best city in the world in 2021 in terms of diversity, culture, and creativity, behind San-Francisco and Amsterdam³.
- 3.4. Demand for hotels quickly bounced back to 75% occupancy by June 2022⁴ and Manchester's annual growth forecast for tourism is projected to be 5% per annum up to 2025, whilst UK growth is forecast to be 3.8% annually⁵.
- 3.5. The following section sets out how the return of staycation and international travel, business conferences, cultural and sporting events and festivals and the opening of new and expanded tourist attractions and live venues continues to increase demand for hotel accommodation in Manchester.

Existing and Proposed Tourist Attractions

Manchester Airport

- 3.6. Approximately 23 million passengers pass through Manchester Airport annually, making it the third busiest airport in the country.
- 3.7. In July 2021 Manchester Airport opened the extension of Terminal 2. The £1 billion investment doubled the size of the new state of the art terminal. It is estimated that it will increase passenger capacity by 150% and increase the number of international tourists visiting Manchester⁶.

Business

- 3.8. In 2019 Manchester hosted 35 internationally recognised business conventions. Approximately 55% of business delegates are day visitors and 45% will stay for at least a single night in Manchester.⁷

¹ <https://marketingmanchester.com/mm/wp-content/uploads/MM-1-Stop-Tourism-Intelligence-Factsheet-Oct-2022-v2.pdf>

² <https://www.manchestersfinest.com/articles/manchester-is-the-best-city-in-the-uk-for-a-summer-break-in-2021/>

³ <https://www.timeout.com/things-to-do/best-cities-in-the-world>

⁴ <https://www.hospitalityandcateringnews.com/2022/08/bullish-report-from-mha-chair-on-manchester-hotel-scene/>

⁵ <https://marketingmanchester.com/state-sector-tourism-valuable-sector-greater-manchester-economy-says-marketing-manchester-boss/#:~:text=The%20annual%20UK%20growth%20forecast,one%20year%20ahead%20of%20schedule.>

⁶ <https://www.headforpoints.com/2021/08/26/review-manchester-airport-terminal-2-extension/>

⁷ <https://marketingmanchester.com/mm/wp-content/uploads/MM-1-Stop-Tourism-Intelligence-Factsheet-Oct-2022-v2.pdf>

- 3.9. Manchester Central Convention Complex is one of the UK's premier convention centres, regularly hosting events such as the Conservative Party Conference, awards dinners, and trade shows. Manchester Central had approximately 110 business events booked during 2022. The venue generates around £150 million for Manchester per year from visitors. For every £1 a visitor spent at Manchester Central, a further £6 is being spent in the wider city hotels and restaurants⁸.

Culture

- 3.10. Manchester has a variety of cultural, art and museum attractions which bring tourists to the City, including HOME, Manchester Art Gallery, The Science and Industry Museum, The People's Museum, Sir John Rylands Library, The National Football Museum, The Palace & Opera House Theatres, The Whitworth Art Gallery, The Imperial War Museum, and the Lowry Centre.
- 3.11. Manchester hosts various festivals, including the Pride Parade which takes place across the August bank holiday weekend and attracts 250,000 people⁹. The second largest event is the Manchester International Festival (MIF) which is a biannual arts festival in June attended by approximately 1,400,000 people¹⁰.
- 3.12. Spending on cultural activities continues to rise and will further support growth in the City's visitor economy. The Factory is the City's new £186 million art and cultural centre that commenced in January 2019 is due to open in June 2023. It is predicted to attract an additional 85,000 visitors to the City annually and generate an additional £1.1 billion to the regional economy¹¹.

Live Events and Concerts

- 3.13. Research has indicated that Manchester's live entertainment market has the potential to accommodate an extra 2.05million visitors by 2032¹².
- 3.14. Construction has commenced on the new £365 million Co-Op Live Arena located at the Etihad Campus. The Arena is aiming to open in December 2023. It will provide 23,500 seat capacity and will include a mixture of bars, restaurants, lounges, and club spaces. The Co-Op Live Arena is due to open in late 2023, its estimated that it will bring an extra 120 events and 1.3 million visitors to Manchester annually and will generate £1.5 billion to the UK economy.
- 3.15. Manchester AO Arena is proposed to be refurbished to increase the capacity of the arena from 21,000 seats to 24,000. This will make it one of Europe's largest indoor arenas and ensure it remains the largest arena in the City¹³.

Sports

- 3.16. Manchester is a globally recognised sporting destination and home to two of the world's greatest football clubs. Manchester United and more recently Manchester City have contributed huge amounts to the City's tourism industry attracting visitors to watch a match or take a stadium tour. VisitBritain estimates that 1.5 million international visitors to the UK in 2019 included watching a live football match during their visit. Of

8 <https://www.business-live.co.uk/economic-development/promising-start-2022-manchester-central-22853981>

9 <https://www.itv.com/news/granada/2021-08-27/manchester-pride-everything-you-need-to-know>

10 <https://ilovemanchester.com/manchester-international-festival-record-numbers>

11 <https://www.manchestereveningnews.co.uk/whats-on/arts-culture-news/186m-building-thats-changing-city-24908434>

12 <https://www.stadia-magazine.com/news/new-project/co-op-live-plans-to-build-uks-largest-arena-in-manchester-given-green-light.html#:~:text=Further%20research%20showed%20that%20Manchester%27s,2.05million%20visitors%20by%202035.&text=Manchester%20city%20center%20is%20predicted,visitors%20to%20the%20two%20arenas>

13 <https://www.constructionnews.co.uk/buildings/manchester-arena-50m-upgrade-plans-shared-06-06-2022/#:~:text=The%20project%2C%20developed%20with%20entertainment,production%20areas%20within%20the%20arena.>

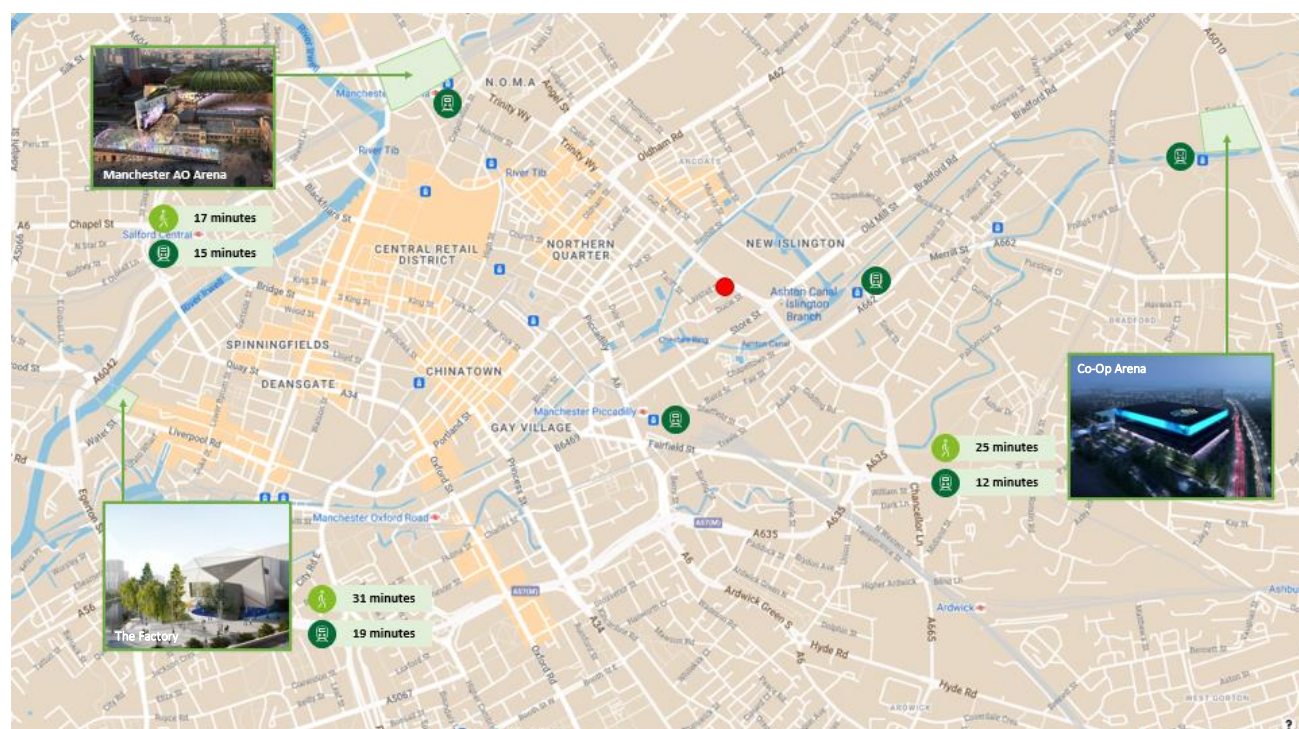
the visits, there were an estimated 226,000 trips to Old Trafford¹⁴. The relocation of the National Football Museum to Manchester in 2012 brought another half a million football related visitors per year.

- 3.17. The average occupancy rates of hotels in Manchester on match days are 85% compared to 70% on non-match days¹⁵. Visitors who attended a football match are more likely to stay longer (ten nights compared to seven nights) and spend more (£909 per visit compared to £696)¹⁶.
- 3.18. The Commonwealth Games also resulted in a number of world class facilities for Olympic athletes and sports fans.

Summary

- 3.19. Manchester has a thriving visitor economy, which is set to grow as transformative new tourist attractions open in the city over the next 12 months. To meet this growing local and international demand for overnight stays that is anticipated from Manchester's tourism sector a sufficient supply of high-quality hotel accommodation is needed.
- 3.20. As illustrated in **Figure 4.1**, the Site is perfectly located to accommodate visitors to these major visitor attractions within the city.

Figure 4.1 – Location of forthcoming entertainment venues in Manchester



Impact of Airbnb

- 3.21. In December 2021, Greater Manchester Tenants Union (GMTU) and Greater Manchester Housing Action (GMHA) produced a report raising the concerns about the proliferation of Airbnb and other short-term letting platforms in Manchester and its negative effects on local residents.
- 3.22. An under supply of appropriate, traditional hotel accommodation for visitors in the City Centre can be attributed to the proliferation of Airbnb's in some of Manchester's inner city residential areas such as the Northern Quarter, Ancoats and New Islington and Piccadilly.

14 (<https://www.forbes.com/sites/steveprice/2021/10/25/manchester-and-liverpool-are-englands-soccer-tourism-hubs/?sh=33dea6da3e72>).

15 <https://marketingmanchesterblog.wordpress.com/2016/08/11/football-tourism-boosts-manchester-economy/>

16 <https://www.sportstourismnews.com/football-tourism-economic-impact-uk-visibritain/>

- 3.23. According to the report the number of Airbnb listings in the city tripled to 2,820 between 2016 and 2020. The listing consisted of 1,409 entire properties, that could have otherwise housed an estimated 3,283 long-term residents (based on Greater Manchester occupancy rates of 2.33 per home).
- 3.24. The highest proportion of Airbnb listings as of September 2022 were in the City Centre (353) and the Ancoats and Beswick Ward (Ancoats and New Islington) (371)¹⁷, in which the Proposed Development is located.
- 3.25. Short term rentals impact on local residents by decreasing the supply of homes, pushing up rental prices and increased levels of anti-social behaviour arising from noise, nuisance and waste issues.

Responding to the Demand

Hilton Motto

- 3.26. The Applicant has secured Motto by Hilton as an occupier for the proposed hotel, subject to the granting of planning permission. Hilton is one of the world's largest, fastest-growing hospitality companies with a portfolio of 18 world-class brands comprising 7,000 properties and 1.1 million rooms, in 122 countries¹⁸.
- 3.27. Hilton publishes annual ESG Reports and has set and tracks 2030 Goals which are aligned with the United Nations Sustainable Development Goals. Some of Hilton's key ESG highlights from 2021 include aiming to eliminate all miniature toiletries bottles by end of 2023. Release ethnic and gender diversity commitments which are shared on their website. Awarded \$2 million in Hilton grants to support organisations leading recovery and resilience projects for communities and our planet.
- 3.28. According to their latest annual report, Hilton opened 91 new hotels by the second quarter of 2022 contributing to 14,400 additional rooms¹⁹. Part of this growth is attributed by its expansion into different hotel sub-markets and investment into new Hilton brands such as Motto.
- 3.29. As a result of a restrictive covenant that precludes additional Hilton hotels within a one-mile radius of the existing Hilton Beetham Tower, Manchester is currently under-represented by Hilton hotels. The Site is located just outside of the restrictive covenant zone.
- 3.30. Motto by Hilton is a '*micro-hotel with an urban vibe in prime global locations*'. Hilton has decided to deconstruct the traditional hospitality experience to give guests prime urban locations in specific neighbourhoods that appeal to target guest, efficient and flexible micro-hotel rooms, and design-led gathering spaces where people want to hang out.
- 3.31. Guest rooms are slightly smaller than other Hilton brands, with an average footprint of 163 sq.ft / 14sqm which is achieved by using space saving features such as wall-beds, segmented shower / toilet stalls and multi-functional furniture.
- 3.32. Being one of the first hotels in the UK to do so, the Motto by Hilton rooms are fitted with Hilton's Connected Room technology – allowing guests to control features in their room from their 'Hilton Honor' mobile app (i.e., temperature, lighting, TV, window coverings, etc.).
- 3.33. Motto by Hilton has been successfully delivered in prime locations including New York, Philadelphia and Washington DC in the US, and Rotterdam in the Netherlands. The brand plan to expand their carefully curated portfolio by delivering more hotels across some of the most desirable locations throughout Europe, the Americas, the Middle East, and Asia Pacific.

Proposed Development

- 3.34. The proposals will provide high quality, flexible hotel accommodation in Manchester City Centre, within close proximity to public transport hubs and tourist attractions.
- 3.35. The proposals will help to meet the identified need for additional hotel accommodation in this location in response to the growing number of visitors. A significant number of visitors will be generated by the expansion of Manchester Airport, annual festivals and business conferences, continued regeneration of the Piccadilly neighbourhood and proposals for the Co-op Live Arena and Manchester AO Arena.

¹⁷ Inside Airbnb, 2022. *Inside Airbnb: Greater Manchester*. Viewed online: <http://insideairbnb.com/greater-manchester>

¹⁸ <https://www.hilton.com/en/corporate/>

¹⁹ <https://www.corporatereport.com/hilton/2021/ar/>

- 3.36. The proposals will increase the level of expenditure into the local economy, providing increased footfall for local businesses in the area through the introduction of new visitors.
- 3.37. The proposals will provide an alternative to informal short-term letting platforms which can have a negative impact on the amenity of local communities.
- 3.38. The proposals will achieve Motto's key brand elements in terms of the number of rooms, mix of supporting facilities, being located in a prime urban location in a specific neighbourhood that appeals to target guests.
- 3.39. Hotels are important employment generators. Motto by Hilton will create 22 direct, local jobs (10 Full Time and 12 on flexible contracts) and will support a number of indirect jobs. Indirect jobs are increased by hotel's purchasing from other firms within the local economy. This means the demand for hotel services translates to demand for goods / services from other sectors that supply to hotels, as well as demand for goods / services provided by the suppliers of hotel's suppliers. Hilton has a holistic Leadership Development framework 'Lead@Hilton' which focuses on developing Team Members at every step of their career from entry level to senior leadership.

4. Proposed Development

- 4.1. This Section should be read in conjunction with the submitted application drawings and Design and Access Statement, prepared by SimpsonHaugh Architects. It provides a summary of the key elements of the Proposed Development.
- 4.2. The description of the Proposed Development is set out below:
- “Full Planning Permission for the construction of a hotel (Use Class C1) with associated highways works, servicing arrangements, car and cycle parking, public realm works, drainage, and other associated works.”*

Design Evolution

- 4.3. The proposals are the product of an iterative design process, developed through consultation with a wide range of stakeholders including Manchester City Council Planning Officers, statutory and non-statutory consultees, local residents and businesses, and Local Ward Members.
- 4.4. The overriding aspiration is to deliver a high quality, unique hotel brand, on a brownfield site within the City Centre.
- 4.5. The overall quantum of hotel accommodation has been derived as a product of the operator brief, delivered within the constraints of the site and in response to the location, orientation, and construction. The proposals meet Hilton Motto’s development brief for a minimum of 150 hotel rooms, with a mix of room types and ancillary uses.

Use and Amount

- 4.6. Development involves the erection of a hotel block totalling 5,124 sqm (GIA), comprising:
- Hotel use (Use Class C1);
 - Ancillary café / bar / restaurant;
 - Ancillary conference / meeting rooms;
 - Ancillary gym space;
 - Public realm improvements and landscaping;
 - Cycle parking;
 - Accessible parking bay;
 - Highway enhancements along Laystall Street, including narrowing of the crossing across Laystall Street and introduction of a new loading bay on Laystall Street.
- 4.7. **Table 3.1** outlines the quantum of the Proposed Development:

Table 3.1 – Proposed Development Quantum

Parameter	Proposed Development
Site Area	0.05 hectares or 465 sq metres
Hotel Space	154 hotel rooms
Ancillary Hotel Spaces	Bar/coffee /restaurant – 130 sq m Gym – 72 sq m Conference / meeting rooms – 27 sq m total (spread between two rooms) Reception area – 53 sq m

Parameter	Proposed Development
Height (AOD)	Max 112 m
Car Parking	One parking bay for disabled users
Cycle Parking	16 secure cycle parking spaces

Site Layout

- 4.8. The proposals must provide an efficient layout and floor plate design to ensure a viable and deliverable scheme on such a constrained site and need to provide a minimum quantum of accommodation to meet the hotel occupier's requirements.
- 4.9. At ground, first and mezzanine floor, where back of house and amenity functions are located, the building footprint is optimised to fill most of the Site. The footprint is set back from the boundary with the vacant site to the south to allow for the introduction of glazing on this elevation to provide visual interest without inhibiting development opportunities on the adjacent land. The building form is also cut back to respect the chamfered site corner on Laystall Street / Great Ancoats Street.
- 4.10. Six efficiently planned and stacked rooms on the North elevation facing Laystall Street forms the spine of the building, with a bespoke room planned into the wedge-shaped form facing Great Ancoats Street to the East. The angled South elevation houses the fire-fighting core and secondary stair, making use of the increased site depth closest to the aparthotel as a means of accommodating the larger wheelchair accessible room and an adjoining standard room. This provides a typical floor containing 9 guest rooms.
- 4.11. At upper floors, where there is opportunity to reduce the number of rooms per floor and the massing of the scheme, the end wedge shaped room is omitted and the building form set back, whilst the accessible guest room is replaced with another standard room and the building form set back on the south elevation to reflect this.
- 4.12. Back of house and plant is concentrated in the two basement levels to maximise activity at ground and first floor levels.
- 4.13. Further information on the layout of the Site can be found within the Design and Access Statement submitted alongside this Statement.

Scale and Massing

- 4.14. The scale of the building is commensurate with delivery of 154 hotel rooms on a site of this scale. Hotel entrance lobby, amenity space and back of house functions are arranged over the ground, first and mezzanine floors, with hotel rooms stacked in the most efficient manner on typical floor plates between storeys 2 and 20.
- 4.15. The building composition reads as a pair of elegant and slender interlocking forms, sitting atop a lower floor podium elements that address the street; expressed as either solid forms to back of house functions or lightweight glazed elements where front of house spaces activate the street. The building form addressing Great Ancoats Street is cut back at a height relating to the existing aparthotel stair core at the rear of the site, creating a series of stepped forms that terminate the city block with a slim and elegant taller form addressing the peripheral ring road.
- 4.16. Manchester's inner ring road is articulated with buildings of similar or greater scale, especially at key junctions and crossing points, which the form and composition of the proposal reinforces. As a key, corner site on the junction of Great Ancoats Street and Laystall, the Proposed Development presents a strong opportunity to deliver a visual marker into the HS2 Piccadilly SRF area which incidentally leads directly towards Manchester's main train station.
- 4.17. Further information on site massing can be found within the Design and Access Statement submitted alongside this Statement.

Appearance and Materiality

- 4.18. The Proposed Development has been designed by SimpsonHaugh, an architect of international standing with a breadth of experience across Greater Manchester. These include some of Manchester's most recognisable and appreciated buildings such as Beetham Tower, Deansgate Square and, closer to the site, Burlington House amongst many others.
- 4.19. The facade of the building has been designed to provide a contextual solution that stitches the site back into the existing brick buildings found in this part of the city. The composition provides a sense of scale and proportion which relates to the immediate massing of the adjacent buildings when seen from Great Ancoats Street both north and south. Reveals are expressed as part of the opening, set back, and chamfered to meet the window as if carved from the main building form. They are expressed through use of a slightly lighter and glazed equivalent of the facing brick, changing in appearance and character depending on which angle or time of day the building is viewed from.
- 4.20. Street elevations facing Great Ancoats Street and Laystall Street include curtain walling, providing light and views in and out of reception and restaurant / bar areas. The stepped and interlocking form of the main building over is mirrored by the interlocking glass forms and insertion of a brick clad facade to Laystall Street at ground floor, providing a clean and robust finish to spaces addressing the street. This includes large scale window openings to the staff office adjacent to the main building entrance providing activity at street level.
- 4.21. Further information on appearance and elevational treatment can be found within the Design and Access Statement submitted alongside this Statement.

Landscaping Strategy

- 4.22. The proposals will seek to enhance the existing public realm by widening the pavement along Great Ancoats Street and Laystall Street.
- 4.23. Further ground utility surveys are required to confirm the extent of tree planting that can be accommodated within the Site, which will be subject to the presence of existing street services.
- 4.24. Given that the necessary ground surveys have yet to be undertaken, the Applicant is seeking to deal with additional landscaping via a Condition, subject to the grant of planning permission.
- 4.25. Further details of landscaping proposals can be found within the Design and Access Statement submitted alongside this Statement.

Vehicular and Pedestrian Access

- 4.26. Given the highly accessible nature of the Site via public transport, no on-site car parking will be provided. A single accessible on-site car parking bay will be created on Laystall Street, alongside a dedicated service bay for deliveries to the hotel.
- 4.27. Existing pay and display car parking is located less than 150m to the South of the site at Piccadilly Parking, Ducie Street or CitiPark 30 Tariff Street Manchester to the West.
- 4.28. Laystall Street will be narrowed to a single lane at the junction with Great Ancoats Street, enhancing pedestrian routes towards Ancoats and the Northern Quarter.
- 4.29. Pedestrian access is provided on the corner of Laystall Street / Great Ancoats Street corner, where guests will have access to the reception area, lifts, and staircase. The building form is cut back to highlight the main public entrance with a shallow canopy and widening of the pavement.
- 4.30. Designated secure cycle storage is provided at the basement upper level accessed via the main core lifts. In total, 16 cycle parking spaces are proposed which is consistent with MCC's Core Strategy recommendations of 1 space per 10 guest rooms.
- 4.31. Further details of vehicular and pedestrian access can be found within the Design and Access Statement and Transport Statement submitted alongside this Statement.

Accessibility

- 4.32. The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 Edition). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16.
- 4.33. The setting out of the building levels has been dictated by the existing pavement levels on Laystall Street, Great Ancoats Street and Lomax Street. The design ensures that all entrances, escapes, and routes can be accessed from flat and level approaches with inclines of 1 in 40 or less.
- 4.34. Materials, surfaces, furniture, doors, fixtures, and lighting will be selected to ease movement, ergonomic use, and wayfinding.
- 4.35. The two stairs and lift have been designed to meet minimum Building Regulation standards. All primary circulation corridors are a minimum 1500mm wide. In addition, internal circulation routes will have sufficient clear width to enable convenient movement doorways for the widest range of people including those with pushchairs, those carrying children or objects and those using wheelchairs or other mobility aids such as walking frames.
- 4.36. 10 accessible rooms are proposed which equates to 6% of the total number of rooms. The accessible rooms are located close to the lift lobby on each level. Accessible rooms extend to 20sqm, compared to 12 sqm for standard rooms. An accessible parking bay will be created on Laystall Street, immediately adjacent to the hotel.
- 4.37. A review of existing public car parks located within 500m of the Site has been undertaken in Section 3.3.6 of the Transport Statement submitted in support of the planning application, prepared by Curtins. This report sets out that there is an approximate combined capacity of 1,531 parking spaces, open 24 hours a day, seven days a week, in the car parks within a 500m radius of the Site.
- 4.38. It is therefore considered that there will be sufficient public parking within close walking distance from the development site, as concluded in the Transport Statement. The location and access routes to such car parks will be advertised to staff and visitors of the hotel. This has been detailed within the Travel Plan submitted alongside this application, prepared by Curtins.
- 4.39. Further details of vehicular and pedestrian access can be found within the Design and Access Statement and Transport Statement submitted alongside this Statement.

Waste and Servicing

- 4.40. A Waste Management and Servicing Strategy has been prepared by Curtins to consider the potential refuse and recyclable waste volumes, including potential organic waste for all uses associated with the Proposed Development.
- 4.41. The requirement for waste containers per waste stream has been produced based on recommendations set by MCC' Waste Storage and Collection Guidance for New Developments GD04 (2017).
- 4.42. The proposals include a waste storage room at the ground floor level near the new loading bay proposed along Laystall Street. The proposed waste storage room has been sized to accommodate and operate the number of bins required by the Guidance Document, with additional capacity should it be required in the future.
- 4.43. The proposed loading bay and servicing strategy has been agreed in principle with MCC Highways Officers. It is envisaged that the collection service will be provided by a private collector and will be collected three times a week.
- 4.44. Further details of the waste and servicing proposals can be found within the Waste Management and Servicing Strategy submitted alongside this Statement.

5. Development Plan and Material Considerations

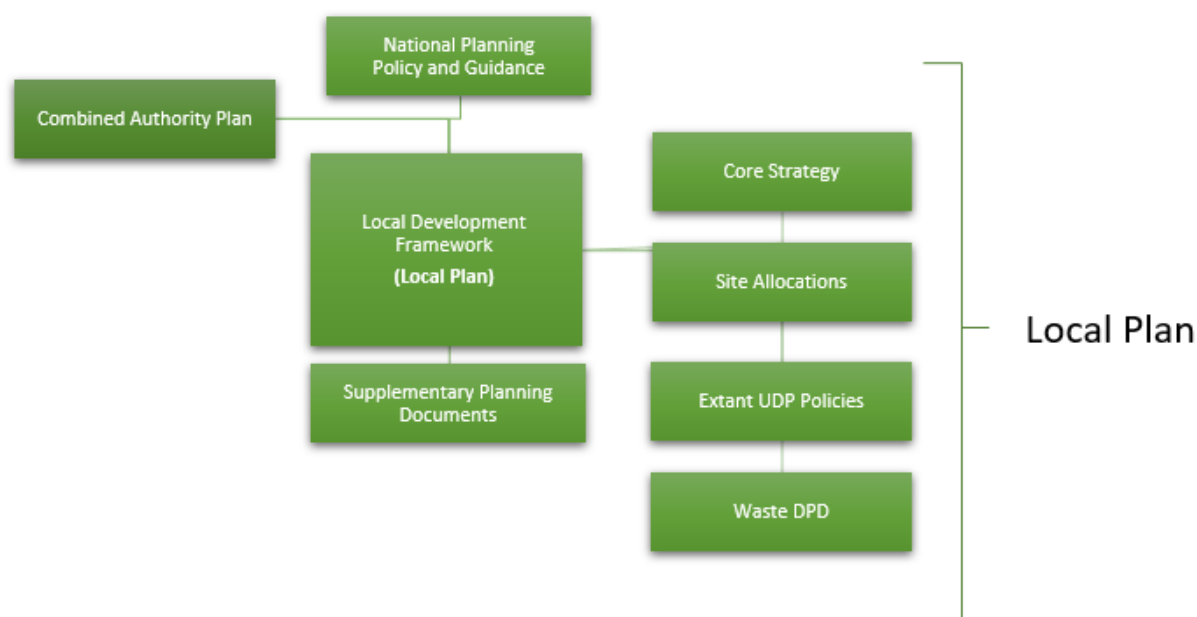
- 5.1. This section of the Statement outlines the planning policy framework which forms the basis for the consideration of the development proposals. This will be examined at a national, and local level as set out in **Figure 5.1** below.

Adopted Manchester Local Development Plan

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

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

Figure 5.1- UK Planning System (Source: Deloitte, 2022)



Manchester Core Strategy (2012)

- 5.3. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995)

- 5.4. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

Local Supplementary Planning Documents and Guidance

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

- 5.5. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers, and residents to the sort of development which is anticipated in Manchester.
- 5.6. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection, GD04 Waste Storage and Collection Guidance for New Developments and GD05 Planning and Noise. The Planning and Noise technical guidance was later updated in June 2022 by Manchester City Council.

Design for Access 2

- 5.7. The Design for Access 2 Manual was published in January 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe.
- 5.8. The Council will expect developers to comply with the standards detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design. However, this should also be balanced against new guidance and give consideration of buildings regulations.
- 5.9. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application.

Manchester's Green and Blue Infrastructure Strategy (2015)

- 5.10. MCC Green and Blue Infrastructure Strategy (2015) recognises that it is an essential part of creating a successful, liveable city. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City.
- 5.11. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 5.12. A summary of how the Proposed Development responds to the strategy is provided in **Section 6** of this Statement.

Climate Change

- 5.13. In 2019 the Council declared a climate emergency and developed the 5 year Climate Change Action Plan 2020 – 2025 (2022), setting out its plan to respond to the climate emergency, tackle climate change and take action to become a zero-carbon organisation by 2038.
- 5.14. The Climate Change and Low Emissions Strategies' Whole Place Implementation Plan for Greater Manchester (2016-2020) sets out the objectives for achieving 48% carbon reduction target by 2020, preparing the city region to adapt to climate change and transitioning to a low carbon and low emissions economy with clear air and sustainable lifestyles.
- 5.15. In March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to being a zero-carbon city by 2038. Areas for action in the Manchester Zero Carbon Framework (2020-2038) include generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

- 5.16. In July 2021 the Manchester Climate Change Partnership adopted and the Partnership's Net Zero Carbon New Building Policy Document. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the City should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan.

Emerging Regional Policy

Places For Everyone 2021 (Draft)

- 5.17. The Draft Plan Policy JP-Strat 2 confirms that the City Centre will continue to provide the primary focus for business, retail, leisure, culture, and tourism activity in Greater Manchester. Paragraph 4.28 confirms that the City Centre plays a key role in Greater Manchester's economy, and that of the North of England more generally, providing around 10% of all jobs in the sub-region. It offers a large range of employment, shopping, leisure, and tourism opportunities, attracting significant numbers of visitors to Greater Manchester.
- 5.18. The Plan was submitted to the Secretary of State for examination in February 2022. It is expected that the Plan will be adopted by the local authorities in 2023. Given that it is yet to be examined it is considered that the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester.

National Planning Policy and Guidance

National Planning Policy Framework

- 5.19. The NPPF (revised version published July 2021), sets out the government's planning policies for England and how these are expected to be applied.
- 5.20. At the heart of the NPPF lies the 'presumption' in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social, and environmental.
- 5.21. Firstly, the economic role should contribute to sustainable development by building a strong, responsive, and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful, and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.
- 5.22. The NPPF defines tourism development including hotels as main town centre uses.
- 5.23. The NPPF has been considered throughout the full assessment, including the technical reports prepared for this application.

National Design Guide

- 5.24. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the Government's planning practice guidance and was created to outline key characteristics that make well-designed places.
- 5.25. There are 10 characteristics of well-designed places within the National Design Guide and these are shown in **Figure 5.2**.

Figure 5.2 - Ten characteristics of well-designed places (Source: MHLCG, 2021)



Other Material Considerations

City Centre Strategic Plan 2015-2018 (2016)

- 5.26. In March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood.
- 5.27. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall, the City Centre plan seeks to *"shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England"*. It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application Site.

Our Manchester Strategy (2016)

- 5.28. Our Manchester Strategy 2016 – 2015 (2016) sets out the long-term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre.
- 5.29. The Strategy confirms that Manchester is the third most visited UK city after London and Edinburgh. It confirms that the visitor economy has been a key driver to its economic success, supported by Manchester airport. Passengers rose by 6.3 million from 2015 to a peak at 29.4 million in 2019 before significant reductions due to Covid-19 restrictions in 2020.

The Greater Manchester Internationalisation Strategy (2022)

- 5.30. The Greater Manchester Internationalisation Strategy, prepared by Marketing Manchester and in partnership with the GMCA, the Manchester Growth Company and the Greater Manchester Local Enterprise Partnership, sets out the conurbation's internationalisation ambitions to 2025.
- 5.31. A key priority within this vision is to continue to invest in and promote Manchester as a world class visitor hub for business and leisure tourism (Priority 5). Over the next three years Greater Manchester aims to increase the value of international leisure and business tourism, increase the volume of international leisure and business tourism arrivals through Manchester Airport, increase Greater Manchester's overall share of UK international visitors, increase the economic impact of international conferences to the city region and increase awareness and reach of Greater Manchester's tourism, hospitality and leisure sector offer in priority markets.

Greater Manchester Business Visits and Events Strategy (2019)

- 5.32. The Greater Manchester Business Visits and Events Strategy (2019 – 2025) was prepared by the Manchester Convention Bureau which was established in 1996 to facilitate and attract conferences to the region. The Strategy sets out that by 2025, Greater Manchester will be a global destination of choice for conferences aligned to Greater Manchester's priority sectors, offering world class support to conference organisers and a memorable experience for delegates. The ambition is to *'grow business tourism earnings in Greater Manchester from £862m in 2017 by 40% or more by 2025, generating an additional £345m to the regional economy'*.

HS2 Manchester Piccadilly SRF (2014)

- 5.33. The HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF) was published in 2014 following the announcement of Phase 2 of High-Speed Rail 2 (HS2) and the strong opportunities for regeneration on the eastern side of Manchester City Centre that would be created as a result. The Framework sets out to maximise the regenerative potential of HS2 and the internationally significant multi-modal transport interchange that Piccadilly Station is to become.
- 5.34. It identifies nine different neighbourhoods within the document, each to be developed with distinct, individual identities (**Figure 5.3**). The Site is located within the 'East Village' Neighbourhood. The Framework sets out that this area will be mixed-use in nature, with an emphasis on the development of apartments, townhouses, smaller office floorplates, supported by retail and leisure uses. It states that East Village should have an intense and diverse urban fabric, to create a vibrant and attractive destination and to improve connectivity between other areas within the City Centre.
- 5.35. In specific relation to the Site, the SRF identifies that the East Village area is appropriate for buildings of higher density and massing, with indicative heights for 'commercial' uses (**Figure 5.4 and 5.5**).

Manchester Piccadilly SRF (2018)

- 5.36. The Manchester Piccadilly SRF was published in 2018 and builds upon the 2014 SRF, but incorporates key changes such as the realignment of HS2 and the advent of NPR, as well as strengthening the details of the previous SRF.
- 5.37. The SRF reiterates that the East Village should continue to allocate land for mixed-use development, with a residential focus around canal basins as per the previous framework. The Site continues to be identified for 'commercial' development with indicative heights.

Figure 5.3 – Neighbourhoods within HS2 Strategic Regeneration Framework (Source: MCC, 2014)



Figure 5.4 – Indicative Heights (Source: MCC, 2014)



Figure 5.5 – Land Use (Source: MCC, 2014)



6. Consideration of Proposed Development

- 6.1. This section sets out the Site-specific planning considerations that have been considered in the assessment of the proposals.

Pre-Application Discussions

- 6.2. Pre-application discussions were undertaken with MCC Planning Officers between May to November 2022 to discuss the principle of a hotel (Use Class C1) at Laystall Street. These pre-application discussions focused on the principle of use, planning policy, design, environmental considerations, impact on surrounding occupiers, transport and accessibility, and sustainability.
- 6.3. Officers confirmed their support for the principle of hotel use in this location for the following reasons:
- The proposed site is located within a highly strategic location within the City Centre, and is accessible by multiple modes of sustainable transport;
 - It will increase the supply of high-quality accommodation that is required in the City Centre to meet the increased demand which will be created following completion of the Co-Op Live Arena, The Factory and the refurbished Manchester AO Arena;
 - It will create a number of new jobs during the construction and operational period;
 - It will increase the level of expenditure into the local economy, providing increased footfall for local businesses through new visitors.
 - It will act as a catalyst for further development into the area, helping to support the regeneration aims and visions as set out in the HS2 Piccadilly SRF (2018).

Principle of Development

Relevant policies, material considerations and guidance

- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy EC1 – Employment and Economic Growth in Manchester
- Core Strategy Policy EC3 – The Regional Centre
- Core Strategy Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
- Core Strategy Policy CC4 – Visitors – Tourism, Culture and Leisure
- Core Strategy Policy CC8 – Change and Renewal
- HS2 Piccadilly SRF
- Places for Everyone Policy JP-Strat 1 - Core Growth Area
- Places for Everyone Policy JP-Strat 2 – City Centre
- NPPF Section 6 (Paragraphs 81 to 83)

- 6.4. In accordance with national planning policy the proposals will support the economic growth of Manchester City Centre by supporting business investment in the City. The proposals will help to build a strong and competitive tourism economy.
- 6.5. In accordance with local planning policy the Proposed Development is located within Manchester Regional and City Centre where economic, commercial and leisure development should be focused. Policy CC4 specifically states that new hotel development which contributes to the quality of the City Centre hotel offer will be supported. The hotel will support the success of Manchester's existing and emerging leisure sector, being particularly well placed to serve visitors to the City's major arenas.

- 6.6. The proposal will transform a vacant brownfield Site, which would otherwise remain underutilised as a blight on this section of Great Ancoats Street, and act as a catalyst for further development within the East Village area of the HS2 Piccadilly SRF. It will generate jobs (see below) and contribute to Manchester's growing economy.
- 6.7. In conclusion, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Layout, Scale, Massing and Density

Relevant policies, material considerations and guidance

- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN2 – Tall Buildings
- Saved UDP Policy DM1 – Development Management
- MCC Guide to Development SPD
- NPPF Chapter 12 – Achieving well-designed places
- HS2 Piccadilly SRF
- National Planning Practice Guidance: Design, Process and Tools
- Historic England Tall Building Guidance (2022)

- 6.8. In accordance with Core Strategy Policy CC6 the proposals will ensure that the City Centre Site is used to maximum efficiency to deliver a high-density, 20 storeys, 154 room hotel development. In accordance with Core Strategy Policy EN2 the proposed tall building will be of excellent design quality, will contribute positively to place making, will be appropriately located within the City Centre and will contribute positively to sustainability.
- 6.9. The Site is located on the corner junction of Greater Ancoats Street and Laystall Street. The inner ring road is articulated with buildings of similar or greater scale to that which is proposed. The Proposed Development presents an opportunity to deliver a tall visual marker into the HS2 Piccadilly SRF area which incidentally leads directly towards Manchester's main train station.
- 6.10. The proposals support the overall vision and objectives of HS2 Manchester Piccadilly SRF (2014) and Manchester Piccadilly SRF (2018), by facilitating pedestrian connections, providing a mix of commercial uses, considering the presence and character of listed buildings and their significance, creating active frontages, increasing density of development and providing sustainable development.
- 6.11. Whilst the HS2 Manchester Piccadilly SRF (2014) identifies suggested heights and massing for the Manchester Piccadilly area, including the Site, these are purely indicative as part of a broader purpose to establish the scale of the opportunity in and around the Manchester Piccadilly Area. The proposed 20 storey hotel sits very comfortably in the context of the existing and emerging buildings, including e.g. Oxygen (32 storeys) and Port St (33 storeys) etc.
- 6.12. The scale of the building is commensurate with delivery of 154 hotel rooms on a site of this scale. The resulting 20 stories provides opportunity for hotel amenity and back of house functions to be efficiently arranged over the lower floors, with hotel rooms stacked in the most efficient manner on typical floor plates. The building form addressing Great Ancoats Street is cut back at a height relating to the existing apartment-hotel stair core at the rear of the site, creating a series of stepped forms that terminate the block with a slim and elegant taller form which addresses the peripheral ring road. The composition reads as a pair of elegant and slender interlocking forms, sitting atop lower floor podium elements that address the street; expressed as either solid forms to back of house functions or lightweight glazed elements where front of house spaces activate the street.
- 6.13. The building footprint, massing and design has been developed to ensure that it does not sterilise the development potential of the adjacent plot. Indicative plans are included in the Design & Access Statement to illustrate how that plot may come forward in the future.

- 6.14. A Tall Building Evaluation prepared to address the criteria of Policy EN2 is provided in **Section 7** of this Statement.
- 6.15. In conclusion, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Design and Appearance

Relevant policies, material considerations and guidance

- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN2 – Tall Buildings
- Saved UDP Policy DM1 – Development Management
- Manchester Guide to Development SPD
- HS2 Piccadilly SRF
- NPPF Chapter 12 – Achieving well-designed places

- 6.16. In accordance with national planning policy the proposals will be of high quality and visually attractive as a result of good architecture, layout and opportunities to provide appropriate and effective landscaping. The proposals have been designed to be sympathetic to the local character, history and the surrounding built environment. In accordance with local planning policy the proposed tall building has been designed to be of the highest standard in terms of appearance and function and will enhance the character of the area.
- 6.17. The facade of the building has been designed to provide a contextual solution that stitches the Site back into the existing brick buildings found in this part of the city. The composition provides a sense of scale and proportion which relates to the immediate massing of the adjacent buildings when seen from Great Ancoats Street both north and south. Reveals are expressed as part of the opening, set back, and chamfered to meet the window as if carved from the main building form. They are expressed through use of a slightly lighter and glazed equivalent of the facing brick, changing in appearance and character depending on which angle or time of day the building is viewed from.
- 6.18. Street elevations facing Great Ancoats Street and Laystall Street include curtain walling, providing light and views in and out of reception and restaurant / bar areas. The stepped and interlocking form of the main building over is mirrored by the interlocking glass forms and insertion of a brick clad facade to Laystall Street at ground floor, providing a clean and robust finish to spaces addressing the street. This includes large scale window openings to the staff office adjacent to the main building entrance providing activity at street level.
- 6.19. In conclusion, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Inclusive Design

Relevant policies, material considerations and guidance

- Core Strategy Policy CC10 – A Place for Everyone
- Design for Access 2
- Manchester Guide to Development SPD
- NPPF Section 12 - Achieving well-designed places
- NPPF Section 8 – Promoting healthy and safe communities

- 6.20. In accordance with national planning policy the proposals will create a hotel which is safe, inclusive and accessible to all users. In accordance with the local planning policy the proposals will help to ensure the City Centre develops as a location which appeals to wider range of visitors. The building will deliver a high standard of accessibility within the City Centre.
- 6.21. An Access Statement is provided within the Design and Access Statement which accompanies this Planning Application. In summary, the proposals are designed to be inclusive for all users. For example, all entrances, escapes, and routes can be accessed from flat and level approaches with inclines of 1 in 40 or less. Materials, surfaces, furniture, doors, fixtures, and lighting will be selected to ease movement, ergonomic use, and wayfinding. 10 accessible rooms are proposed which equates to 6% of the total number of rooms.
- 6.22. One accessible parking space is provided on Laystall Street, adjacent to the hotel within close proximity to the hotel entrance.
- 6.23. In conclusion, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Climate Change, Sustainability and Energy Efficiency

Relevant policies, material considerations and guidance

- Core Strategy Policy EN4 – Reducing carbon emissions by enabling low and zero carbon development
- Core Strategy Policy EN6 – Target framework for CO2 reductions from low or zero carbon energy supplies
- Core Strategy Policy EN8 – Adaptation to climate change
- MCC Guide to Development SPD
- NPPF
 - Paragraph 152
 - Paragraph 157
- Manchester Climate Change Framework (2022)

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- 6.24. In accordance with national planning policy the proposals seek to reduce greenhouse gas emissions through design, and support renewable and low carbon energy and associated infrastructure. In accordance with local planning policy the proposals reduce the need for energy through features that provide passive heating, natural lighting and cooling, reduce the need for energy through energy efficient features such as improve insulation and glazing and meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- 6.25. The Proposed Development includes extensive “Be Green” measures to reduce the energy consumption and associated CO2 emissions of the building at all stages, including the use of air source heat pump technology for the generation of heating, hot water and cooling and photovoltaic panels on the roof top. Due to limited space on the roof only a small number of photovoltaic panels are proposed.
- 6.26. As part of the “Be Lean” strategy, a range of passive and active energy efficiency measures are to be employed within the development including:
- High-performance, engineered façade optimising levels of insulation and shading;
 - Windows carefully designed to balance daylight, heat loss, heat gain;
 - Solar control measures;
 - Low air permeability;
 - Very low energy lighting;
 - Occupancy sensing controls and time-switch;
 - Variable speed pumping;
 - Highly energy efficient induction units serving guest rooms;

- Efficient ventilation systems with heat recovery; and
 - Insulated pipework to reduce circulation losses.
- 6.27. No “Be Clean” measures have been identified for inclusion in the development and therefore there is no further carbon reduction at this stage.
- 6.28. The construction will meet the highest of sustainable construction standards based on the principles of the Building Research Establishment’s environmental assessment models, meeting a rating of BREEAM “Excellent.”
- 6.29. The Energy and Sustainability Statement prepared by Elkom confirms that the proposals are fully compliance with Core Strategy Policy EN6 which requires a minimum of +15% increase on Part L 2010 for the proposed location. The proposed measures will ensure the development achieves an overall improvement in regulated emissions at over 21% over the latest Part L 2021 standards (2021).
- 6.30. In conclusion, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance, and will contribute to Manchester’s Climate Change Framework (2022).

Heritage and Archaeology

Relevant policies, material considerations and guidance

- Planning (Listed Building and Conservation Areas) Act 1990 – Section 66
- Core Strategy Policy EN3 – Heritage
- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy CC9 – Design and Heritage
- Saved UDP Policy DC20 – Archaeology
- Historic England Technical Guidance
- NPPF:
 - Paragraph 8
 - Paragraph 193
 - Paragraph 194

- 6.31. National and local planning policy seeks to ensure that proposals will preserve or where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
- 6.32. The Site is not located within a Conservation Area and there are no designated or non-designated heritage assets on or immediately adjacent to the Site. However, there a number of listed buildings within the vicinity of the building, as outlined within Section 2 of this Statement and within the Heritage Statement being submitted with the application.
- 6.33. An email was sent to Historic England on 12 October 2022, outlining the Proposed Development within its historical context. Historic England responded on 14 October 2022 stating that the proposals will have a limited impact on the significance of the assets that fall within Historic England’s remit.
- 6.34. A Heritage Statement has been prepared by Stephen Levrant Heritage Architecture and will be submitted with this Planning Application. This concludes that despite the Proposed Development’s proximity to the Ancoats Conservation Area, there will be no impact upon the designated area’s significance due to the location, visibility, and distance of the Proposed Development from the Conservation Area.
- 6.35. The Heritage Statement prepared by Stephen Levrant Heritage Architecture concludes whilst the Proposed Development will result in some visual change within the heritage key views, when assessed as a whole, it will be clear that the proposals will not diminish the area’s distinct character and appearance. It is, however, recognised that within one short range view, the Proposed Development will incur a minor adverse visual change upon the setting of the Grade II listed 32-34 Laystall Street within that view.

- 6.36. The Archaeology Assessment prepared by Salford Archaeology confirmed that the potential for the Site to contain buried archaeological remains from the 18th century onwards is considered to be high. Therefore, a programme of mitigation will need to be prepared if archaeological remains are encountered during the construction process.
- 6.37. For the aforementioned reasons, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Public Space, Permeability and Public Facilities

Relevant policies, material considerations and guidance

- Core Strategy Policy EN9 – Green Infrastructure
- Manchester Guide to Development SPD
- NPPF Section 12 - Achieving well-designed places
- NPPF Section 8 – Promoting healthy and safe communities

- 6.38. In accordance with national planning policy the proposals will establish a strong sense of place, using the arrangement of streets and the building to create an attractive welcoming place for visitors. The proposals will create a place that is safe, inclusive and accessible
- 6.39. The scheme aims to enhance the existing environment at street level, both in terms of its expansion and by offering active frontages to Great Ancoats Street and the corner return to Laystall Street.
- 6.40. The Site location is identified as a key pedestrian route between the City Centre, Piccadilly Basin and the opposing Central Retail Park site, with the proposals addressing and improving connectivity between these areas.
- 6.41. The scheme aims to enhance the existing environment at street level by creating an active frontage onto Great Ancoats Street and Laystall Street, widening the pavement with an opportunity to provide new landscape planting, a loading bay and accessible parking in close proximity to the entrance of the proposal.
- 6.42. Further ground utility surveys are required to confirm the extent of tree planting that can be provided in this location, which will be dealt with via a planning condition. The highway works will be delivered via a S278 agreement.
- 6.43. For the aforementioned reasons, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Ecology and Arboriculture

Relevant policies, material considerations and guidance

- Core Strategy Policy EN15 – Biodiversity and Geological Conservation
- Manchester Green and Blue Infrastructure Strategy
- NPPF Section 15 (paragraphs 170 to 183)
- Environment Act 2021
- Places for Everyone Policy GM-G 2 Green Infrastructure Network
- Places for Everyone Policy GM-G 8 Standards for a Greener Manchester
- Places for Everyone Policy GM-G 9 A New Enhancement of Biodiversity and Geodiversity

- 6.44. In accordance with national and local planning policy the proposals will seek to enhance the biodiversity and geological value of the Site.
- 6.45. An Ecological Assessment has been undertaken by Penny Anderson Associates. This included a desk-based assessment in 2018 and a site walkover which took place in August 2021.

- 6.46. The assessment highlights that there are no statutory designated sites within 2km of the site. There are non-statutory sites within 2km of the site, however they are a considerable distance away. It notes that the Site is dominated by hardstanding (including concrete and asphalt) and that these areas support very little vegetation.
- 6.47. Given the relative isolation of the Site from larger areas of semi-natural habitat, and the lack of suitable refuge for protected species, it was concluded that the only species relevant to this assessment were foraging bats and foraging black redstart.
- 6.48. With regard to breeding birds and foraging black redstart, their presence on the Site could not be ruled out, however there was no evidence of these and the suitability of the Site for redstart is outlined as being very limited.
- 6.49. With regard to bats, the Site is 100m from the closest bat roost; a common pipistrelle roost on Laystall Street. The Site contains no potential tree roost sites for bats as there are no mature trees or larger trees with suitable features such as rot holes, cankers or splits. As such there is negligible potential for bats to be roosting on site.
- 6.50. The report recommends that the use of British native or pollinator-friendly tree, shrub and herbaceous species in any landscape planting, the inclusion of integrated bat roost features, coupled with a suitable lighting strategy to avoid unnecessary lighting of roost features and the inclusion of a green/brown roof design would enhance biodiversity on the Site.
- 6.51. Therefore, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.
- 6.52. **Table 6.1** outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives:

Objectives established to enable the vision to be achieved	Response
Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers	The Proposed Development includes new public realm, which will improve the quality of the green and blue infrastructure and the streetscape and therefore, improving the routes and connectivity to the green infrastructure offer within the wider City Centre. Through the delivery of a S278 agreement, the proposal enhances the pedestrian environment through the widening of the public pavement. Street tree planting may be included, subject to detailed surveys post-submission. If included, these will be located in hard landscape areas along Laystall Street and Great Ancoats Street. Permeable paving will be used for external surfaces to provide treatment for surface water run-off to the entire site. The biodiversity of the site will be enhanced through soft landscape planting.
Objectives established to enable the vision to be achieved	Response
Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	Proposals to create active frontages, widen the pavement and provide additional soft landscaping along Laystall Street and Great Ancoats Street will enhance the street scene. The proposals will significantly improve the appearance of the currently vacant Site and will therefore act as a catalyst for further development.

Objectives established to enable the vision to be achieved	Response
Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	Central Retail Park SRF Site is located parallel to the Site on the opposite side of Great Ancoats Street. This is a large strategic regeneration framework area which has been earmarked for future development with a focus on high density mixed-use development. At this stage, the illustrative masterplan for this SRF shows a proposed pedestrian linkage from Cotton Field Park in New Islington through onto Laystall Street, connecting these areas to Piccadilly Station. The proposals will widen the pavement along Laystall Street and Great Ancoats Street which will future proof the connections to the SRF and make them more feasible.
Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	By improving and enhancing the public realm, members of the community will be more attracted to undertaking sustainable modes of travel, such as walking and cycling, to access other areas of the City. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling whilst reducing the impact local pollution has on the environment.

Effects on Local Environment and Amenity

Relevant policies, material considerations and guidance

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy EN16 - Air Quality
- Core Strategy Policy EN2 – Tall Buildings
- NPPF Section 12 - Achieving well-designed places (paragraph 130)
- NPPF Section 16 – Conserving and enhancing the natural environment (Paragraph 185)
- GD03 Environmental Protection
- GD05 Planning and Noise

Air Quality

- 6.53. An Air Quality Assessment has been prepared by Hoare Lee in support of this application. This report has assessed how the proposals might impact on surrounding air quality conditions during both construction and operation phases.
- 6.54. The traffic generated by the Proposed Development as supplied by Curtins, the project transport consultants, is anticipated to be below the criteria set-out in the Environmental Protection United Kingdom (EPUK) and Institute of Air Quality Management (IAQM) planning guidance and consequently the impact of additional traffic on local air quality is considered insignificant and a detailed assessment is not required.
- 6.55. The energy strategy for the Proposed Development is expected to utilise Air Source Heat Pumps (ASHU) for heating and hot water requirements, supplemented by a roof top photovoltaic (PV) array. As a result, there will be no on-site combustion under normal operation and no significant air quality issues from the energy strategy.

- 6.56. The impacts of demolition and construction work on dust soiling and ambient fine particulate matter concentrations have been assessed. This has identified that there is a risk of dust emissions from on-site activity during the construction phase of the Proposed Development. Thus, appropriate mitigation measures for medium risk developments have been identified. Provided these are implemented and included within a dust management plan, for example through a planning condition, the residual impacts are considered to be not significant.
- 6.57. At the time writing, traffic flow data has not been finalised. As such, a site suitability assessment has not been completed. An updated report will follow once the dispersion modelling has been completed.
- 6.58. Based on the results of the assessment completed so far, the Application Site is considered suitable for the Proposed Development without the inclusion of mitigation. Therefore, air quality should not be considered as a constraint to the planning consent and the Proposed Development conforms to the principles of the National Planning Policy Framework and the Manchester City Council Local Plan.

Television Reception

- 6.59. Pager Power has produced a Television and Radio Baseline Survey in support of the application to assess the potential impact of the Proposed Development on local television signals.
- 6.60. The report concludes that the Proposed Development is not expected to cause any interference to the reception of either television or radio services, however if there were reports of interference, these should be investigated to determine whether these are attributable to the Proposed Development.
- 6.61. No mitigation measures are required to restore the reception of any broadcast service. This report provides the existing level and quality of radio and television signal reception in the survey area and can be used to support the planning submission.

Aviation Consideration

- 6.62. An Aviation Safety Assessment has been prepared by Pager Power to investigate the potential impact of the Proposed Development upon aviation infrastructure in the surrounding area, namely operations at Manchester Airport. The findings of this report confirmed that they should be shared with the Manchester Airport safeguarding team and NATS at the earliest opportunity to confirm their position.
- 6.63. The report concludes that the Proposed Development is not expected to cause any significant impacts upon Manchester Airport infrastructure and no mitigation requirement has therefore been identified.
- 6.64. TVIA prepared by Re:form identifies that the proposed development results in townscape effects that are predicted to range from 'Moderate Neutral' to 'Minor Beneficial'. Major effects are limited to the Site area only. It is likely that any development on the Site would cause a substantial alteration to its character but would be beneficial in nature. The townscape and visual context have capacity to accommodate change, due to the presence of modern high-rise and high-density buildings, mixed architectural aesthetics and characters, and other proposed development. Therefore, the proposals can be integrated without substantial harm to the character of the townscape or visual context.
- 6.65. The effects on the townscape during construction will be limited, temporary and short term (2 to 3 years) and will be no greater than the long-term effects of the proposed development.
- 6.66. Ancoats and the Northern Quarter are the Townscape Character Area (TCAs) with the highest sensitivity. They contain conservation areas and many listed buildings with distinctive architecture and therefore the sensitivity of these TCAs is 'High Medium'. Piccadilly is the TCA with the lowest sensitivity. It has a 'Low' sensitivity due to a small number of listed buildings, areas of construction associated with new buildings / public realm and extensive areas of surface car parking. New Islington is a 'Medium Low' sensitivity due to areas of public realm and the marina mixed with modern high-density buildings and a fragmented urban grain.

Daylight, Sunlight and Overshadowing

- 6.67. A Daylight, Sunlight and Overshadowing Assessment has been prepared by GIA Chartered Surveyors in support of this application. The report has assessed how the proposals might impact surrounding buildings, through the completion of a technical analysis using the methodologies set out within the Building Research Establishment (BRE) Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2022)'.
- 6.68. The report assesses the impact of the Proposed Development on three nearby buildings: Lomax Street, 32-34 Laystall Street and 40 Laystall Street.
- 6.69. In regard to Lomax Street and 32-34 Laystall Street, both properties will fully accord with BRE target criteria for daylight with the Proposed Development in place.
- 6.70. In regard to the apart-hotel located at 40 Laystall Street, there is only one window on each floor with an oblique view of the Site. These windows serve bedrooms within the apart-hotel only, for which there is a recognised lesser requirement for daylight and sunlight. As such, the losses for daylight and sunlight identified to the bedrooms are not considered to be significant and the overall impact is seen as wholly acceptable.

Noise and Vibration

- 6.71. A Noise Impact Assessment has been prepared by Acoustic Consultants in support of this application. This report provides the results of a noise survey conducted on the Site and a noise impact assessment of external sources on the sensitive elements of the development.
- 6.72. External plant is proposed at roof level. The Noise Impact Assessment confirms that noise from plant servicing the development affecting nearby noise sensitive receivers will need to be suitably controlled. However, the type of plant is not currently known at this stage. The report confirms that any plant associated with the Proposed Development will not exceed 50dBL at the Site boundary, or 45dBL in public areas, in line and above the requirements of background noise levels BS442. Road traffic noise is likely to be predominant in relation to any plant noise associated with the development when assessed against any nearest noise sensitive receivers.
- 6.73. As outlined within the Assessment, with the proposed fabric construction and suitable ventilation provision, the predicted internal equivalent noise levels for the majority of sensitive guest rooms will be 35Db LAeq 16 hours and 30 dB LAeq 8 hours, in line with British Standard 8233:2014 for internal noise criteria.
- 6.74. The only exception to this relates to the guestrooms facing Great Ancoats Street, up to the sixth level, where daytime and night-time predictions have marginally exceeded British Standard 8233:2014 for internal noise limits by 1dB and 3dB respectively.
- 6.75. British Standard 8233:2014 states that: *"where development is considered necessary or desirable, despite external noise levels above WHO guidelines, the internal target levels may be relaxed by up to 5dB and reasonable internal conditions still achieved"*.
- 6.76. The proposal is for a hotel where guests will stay for limited amounts of time. As such, it is considered that the 1dB and 3dB exceedance to British Standard 8233:2014 noise limits during the daytime and night-time periods respectively, is acceptable in planning terms.
- 6.77. Potential noise breakout from uses within the development, including a proposed gym and bar, have been fully assessed and have informed appropriate fabric build-up and associated mitigation measures to mitigate any noise pollution in-line with MCC standards and the hotel operator's brand standards.
- 6.78. Further details are set out within the Noise Impact Assessment submitted alongside the planning application, prepared by Acoustic Consultants Ltd.

Wind Microclimate

- 6.79. A Wind Microclimate Assessment has been prepared by GIA in support of this application.

- 6.80. Wind microclimate conditions for the proposed Laystall Street development were assessed using high resolution computational fluid dynamics and is concluded that there are no wind safety risks associated with the Proposed Development.
- 6.81. Further details of this Assessment are outlined within the Wind Microclimate Assessment submitted alongside this application.

Ventilation

- 6.82. The Ventilation Strategy prepared by Elkoms confirms that the ventilation strategy for the Proposed Development will incorporate mechanical ventilation for all of the occupied spaces. Acoustic attenuation will be advised, if required, at detailed design stage. The mechanical ventilation system would be located either within the ceiling service zone or within dedicated plant space. Fresh air intakes and exhaust air terminations are proposed to be located at ground level and roof where possible in order to minimise ingress of air pollutants from the main road. Bedrooms make up air will come from trickle vents built in windows
- 6.83. Coordination of services within the ceiling void (or service zone) is subject to detailed design. The proposed strategy is compliant with both Part F and Part B documents of Building Regulations.

Summary

- 6.84. In summary the proposed development is not considered to have any significant adverse environmental affects and fully complies with relevant policies and guidance.

Waste Management and Servicing

Relevant policies, material considerations and guidance

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy EN19 - Waste
- GD04 Waste Storage and Collection Guidance for New Developments

- 6.85. The local planning policy requires applicants to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- 6.86. A Waste Management and Servicing Strategy has been prepared by Curtins to consider the potential refuse and recyclable waste volumes, including potential organic waste, and for all uses of the Proposed Development.
- 6.87. The proposed development will be served by private refuse collections. The bins will be transported to the collection point from the store by the private waste operators. The collection point for the proposed development is located along a new loading bay along Laystall Street, in the immediate vicinity of the site.
- 6.88. The proposed development is anticipated to be served by three-times-a-week collections. The collection frequency is subject to be updated following occupation, as typically the waste generated by these uses can vary significantly.
- 6.89. The proposals include a waste storage room at the ground floor level. The size of the bin store has been determined accordingly whilst consideration to segregation and recycling has been given.
- 6.90. The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00. The proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Flood Risk and Drainage

Relevant policies, material considerations and guidance

- Core Strategy Policy EN14 – Flood Risk
- Core Strategy Policy EN17 – Water Quality
- Core Strategy Policy DM1 – Development Management
- Manchester and Salford Strategic Flood Risk Area
- NPPF Section 14 - Meeting the challenge of climate change, flooding and coastal change (paragraphs 159 and 161 to 166)

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- 6.91. In accordance with national and local planning policy the Proposed Development is located on a Site which has a low risk of flooding and has been designed to minimise surface water run-off through the inclusion of a Sustainable Drainage System. The Proposed Development has also been designed to avoid adverse impacts on water quality during the construction and operational phase.
- 6.92. Shear Design have undertaken a Flood Risk Assessment and Drainage Strategy in support of the Proposed Development. It has been prepared to assess the risk of flooding throughout the Site and detail the drainage measures proposed within the development. The Drainage Strategy proposes to restrict runoff rates and will consider allowances for climate change at a level of 40%. A drainage CCTV survey needs to be undertaken to understand the state of existing drainage onsite.
- 6.93. The proposed site is located within Flood Zone 1 and is within the Conurbation Core Critical Drainage Area. Sites within Flood Zone 1 are considered to have a low probability of flooding. The proposed site is at a very low probability of flooding from fluvial and tidal flooding, is not at risk from groundwater flooding, has a low risk from surface water flooding and has no extant flooding from reservoirs as per the Environment Agency flood maps.
- 6.94. The Assessment sets out two possible methods in dealing with surface water runoff. Option 1 an attenuation tank in the basement and permeable paving for external surfaces or Option 2 a lined permeable paving system.
- 6.95. The required storage volume for surface water runoff for both Drainage Strategy options is approximately 6m³. The estimated surface water discharge rate for the Site has been taken as 5 L/S, based upon communication with the lead local flood authority.
- 6.96. The proposed foul water drainage strategy is to discharge foul water flows into a combined sewer, either in Laystall Street or Lomax Street. The estimated peak foul water flow is 5.41 L/s for the whole hotel, this value is subject to detailed design and agreement with United Utilities.
- 6.97. For these reasons, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Traffic and Transport

Relevant policies, material considerations and guidance

- Policy SP1 – Spatial Principles
- Policy T1 – Sustainable Transport
- Policy T2 – Accessible Areas
- NPPF Chapter 9 - Promoting Sustainable Transport
- Planning Practice Guidance – Travel Plans, Transport Assessments
- MCC City Centre Transport Strategy

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- 6.98. In accordance with national and local planning policy the potential impacts of the development on the transport network have been considered in the Transport Statement prepared by Curtins, and opportunities to promote walking, cycling and public transport use are identified within the Travel Plan, also prepared by Curtins.

- 6.99. A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the Proposed Development.
- 6.100. A new accessible on-street parking space and loading bay are proposed as part of the scheme. The site will have no on-site car parking. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 6.101. A review of existing public car parks located within 500m of the Site has been undertaken in Section 3.3.6 of the Transport Statement submitted in support of the planning application, prepared by Curtins. This report sets out that there is an approximate combined capacity of 1,531 parking spaces, open 24 hours a day, seven days a week, in the car parks within a 500m radius of the Site.
- 6.102. It is therefore considered that there will be sufficient public parking within close walking distance from the development site, as concluded in the Transport Statement. The location and access routes to such car parks will be advertised to staff and visitors of the hotel. This has been detailed within the Travel Plan submitted alongside this application, prepared by Curtins. Further details of vehicular and pedestrian access can be found within the Design and Access Statement submitted alongside this Statement.
- 6.103. The site is accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site. Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 6.104. For these reasons, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Safety and Security

Relevant policies, material considerations and guidance

- Core Strategy Policy DM1 – Development Management
- NPPF Section 8 – Promoting healthy and safe communities (paragraph 92)

- 6.105. In accordance with national and local planning policy the Proposed Development has been designed to ensure community safety and crime prevention.
- 6.106. A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police (GMP). The CIS concludes that the layout of the proposed scheme is considered to be acceptable provided that measures are put in place:
- To prevent public access to the basement levels;
 - Prevent unauthorised access to the ground floor entrance and public toilets;
 - Ensure staff / guest only access the mezzanine and bedroom floors;
 - Enclose / gate access along the southern elevation of the building onto Lomax Street; and
 - Ensure internal doors between flexible guest bedrooms are secure when not in use.
- 6.107. The Design and Access Statement prepared by SimpsonHaugh and the Operational Management Statement prepared by Motto by Hilton explain how the hotel will be managed to address GMP's feedback.
- 6.108. For these reasons, the proposed hotel use is considered to be wholly compliant with relevant policies and guidance.

Construction Management

Relevant policies, material considerations and guidance

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy EN19 – Waste

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- 6.109. In accordance with local planning policy the construction of the Proposed Development considers how construction waste will be minimised and recycled wherever possible and how the impacts on amenity will be managed.
- 6.110. A Framework Construction Environment Management Strategy has been prepared by Assured CMS Ltd.
- 6.111. The CEMP aims to ensure that all construction works at the Site are organised and delivered in a manner that minimises impact on the local highway network, pedestrians and local businesses and residents, ensuring safety is maintained.
- 6.112. It sets out the proposed construction vehicle routing strategy, indicative details concerning the type of construction vehicles required to serve the Site daily, and operating procedures to be employed at the Site to help mitigate the impact of development on the local highway network. Clear routes and procedures are outlined that will be adhered to at all times as a means of limiting the effect of construction. It addresses the practical considerations of construction, including the proposed construction methodology and anticipated timescales, and more importantly assesses the impact of construction on the local community considering issues such as traffic congestion, air quality impacts associated with dust and vehicle emissions, noise, hours of operation and site security.
- 6.113. In summary, the construction of the Proposed Development is not considered to lead to unacceptable impacts and will comply with relevant policies and guidance.

Job Creation

Relevant policies, material considerations and guidance

- Core Strategy Policy EC1 – Employment Growth and Economic Growth in Manchester

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- 6.114. In accordance with Core Strategy Policy EC1 the Proposed Development will ensure that the City Centre remains the focus of employment generating activities, through job creation during both the construction and operational phase of development.
- 6.115. Hotels are important employment generators. Motto by Hilton will create 22 direct, local jobs (10 Full Time and 12 on flexible contracts) and will support a number of indirect jobs. Indirect jobs are increased by hotel's purchasing from other firms within the local economy. This means the demand for hotel services translates to demand for goods / services from other sectors that supply to hotels, as well as demand for goods / services provided by the suppliers of hotel's suppliers. Hilton has a holistic Leadership Development framework 'Lead@Hilton' which focuses on developing Team Members at every step of their career from entry level to senior leadership.
- 6.116. The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed Development. Further details are provided in the Local Labour Agreement submitted in support of the planning application.
- 6.117. In summary, the proposed job creating during construction and operation will comply with relevant policies and guidance.

Operational Management

Relevant policies, material considerations and guidance

- Core Strategy Policy DM1 – Development Management

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- 6.118. This Operational Management Plan has been prepared by Ancoats Manchester Ltd in consultation with Hilton and the Design Team. The proposed hotel will be operated by Ancoats Manchester Ltd under the Hilton Motto franchise agreement.
- 6.119. The management plan outlines the key details regarding the running and management of the hotel with regard to staffing, security, access, transport, deliveries, servicing, layout, uses and operating hours. The document will be used to ensure the effective day to day running of the hotel.
- 6.120. In summary, the proposed Operational Management Plan will comply with relevant policies and guidance.
- 6.121. This section of the report provides a summary of how the application proposals have been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation, including the preparation of supporting technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

Summary

- 6.122. In summary, the development proposals broadly accord with the key tenets of relevant national planning policy and guidance and the Development Plan when read as a whole.
- 6.123. The proposals will provide a high-quality development involving the erection of a hotel building, in an accessible location, that will integrate with and support existing and future surrounding uses as part of the emerging Regeneration Area.
- 6.124. Overall, the proposals will enhance and complement the character and distinctiveness of the area and would not adversely affect established valued townscapes or landscapes, or adversely impact on important views. The erection of this building would contribute positively to place making.
- 6.125. In addition, the proposals will deliver a quantum of new commercial floorspace, in a highly sustainable location and represent the highest quality in design terms, adding to the ongoing population growth of the City Centre.
- 6.126. To conclude, the proposals will provide an important contribution to the delivery of new leisure facilities in the regional centre, the creation of new public realm and the creation of employment and training opportunities.

7. Tall Building Evaluation

- 7.1. This section has been prepared to present the Proposed Development in its local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria, namely: Historic England's Advice Note 4; and Manchester City Council's Core Strategy Policy EN2, which sets out criteria for assessing tall building proposals.
- 7.2. The TVIA prepared by Re:form Landscape Architecture considers 12 verified photomontages of the Proposed Development from representative viewpoints providing analysis from around the Site. The TVIA assesses the potential impacts on the surrounding townscape and heritage assets.

Tall Building Evaluation

- 7.3. Historic England's Advice Note 4 identifies a series of steps that should be undertaken pre-application for proposals involving tall buildings. These are as follows:
- Understand the policy position of the local planning authority including which areas are suitable for tall buildings and where there are historic environment considerations;
 - Agree what illustrative material and digital models are available and likely to be needed, so that the impact of a tall building on the historic environment can be fully assessed by the local planning authority;
 - Verify the zone of visual influence of a proposal, utilising digital tools, to agree the extent and type of impact assessment required;
 - Understand the local character of areas that may be affected by the proposal;
 - Determine which heritage assets are likely to be impacted by development proposals;
 - Gain an early understanding of the significance of these heritage assets, including the contribution made by their setting. This will mean the impact of the proposal on significance, and the ability to appreciate that significance, can be adequately assessed;
 - Agree an approach for design review – a design review panel is one established tool to assess design proposals at the pre-application and application stages;
 - Identify what supporting information may be required, for example, heritage impact assessment; and
 - Explore ways to positively respond to the historic environment.
- 7.4. The Proposed Development is tested separately against planning policy at all levels within the other documents accompanying this application. Consideration has also been given to MCC's Guide to Development Supplementary Planning Document, in understanding this assessment.
- 7.5. Consultation has been ongoing with MCC, in particular the Local Planning Authority has agreed to the key view locations and supporting information required to support the application.
- 7.6. The Proposed Development has been examined and evaluated for its suitability as a tall building on the Site by undertaking a Heritage Assessment and TVIA. These have been prepared in accordance with the relevant legislation and guidance.
- 7.7. The remainder of this section will consider the Proposed Development against the following factors, as set out within Historic England's Advice Note 4, to determine the potential impacts that tall buildings could have on the historic environment:
- Quality of places: the distinctive qualities and values of a place including historic character and context;

- Heritage: understanding the significance of the historic environment and the potential impact on this significance;
- Visual: the impact on the streetscape, town or cityscape and wider urban and rural landscapes, and views. This includes the setting of heritage assets;
- Functional: the design, embodied carbon and carbon cost, construction and operation;
- Environmental: the influence on local micro-climates such as creation of wind tunnels, canyon effect, over-shadowing, glare, and air quality and effect on heritage assets in terms of the impact these micro-climatic changes could have upon their fabric, and how they are experienced; and
- Cumulative: the combined impacts on heritage assets from existing, consented and proposed tall buildings.

7.8. To avoid repetition, reference is made to commentary contained within the preceding policy assessment in Section 6 as appropriate.

Quality of places

- 7.9. The building has been designed to complement the existing development surrounding the Site and the emerging buildings as part of the HS2 Manchester Piccadilly SRF. The Proposed Development is considered to provide an appropriate design solution to the Site's context, notably providing a high-quality hotel building on a size-constrained site. The building will create a visual marker along the arterial route of Great Ancoats Street and into the Piccadilly neighbourhood. Overall, the design of the building will improve the environment on the human-scale and will create more activity in the area.
- 7.10. The building takes account of its relationship with surrounding development in terms of existing urban form, scale and vernacular. The building will be 20 storeys in height and is considered appropriate in its current, and future, emerging context along Great Ancoats Street and within the HS2 Manchester Piccadilly SRF area.
- 7.11. Consideration of the Proposed Development in relation to placemaking is set out in the following:
- Section 6 of this Statement;
 - Townscape and Visual Impact Assessment; and
 - Design and Access Statement.

Heritage

- 7.12. Consideration of the Proposed Development in relation to its context and the Heritage environment is set out in the following:
- Section 6 of this Statement;
 - Heritage Assessment;
 - Archaeological Desk Based Assessment;
 - Townscape and Visual Impact Assessment; and
 - Design and Access Statement.
- 7.13. In summary, the design of the Proposed Development has considered its context and the relationship with the historic environment. The townscape and visual context have capacity to accommodate change, due to the presence of modern high-rise and high-density buildings, mixed architectural aesthetics and characters, and other proposed development. The TVIA and Heritage Assessments both conclude that the Proposed Development will overall not diminish the areas character and appearance.

Visual Impact

- 7.14. Consideration of the Proposed Development in relation to its visual impact on the surrounding townscape is provided in the following:
- Section 6 of this Statement;
 - Heritage Assessment;
 - Townscape and Visual Impact Assessment; and
 - Design and Access Statement.
- 7.15. In summary, the Proposed Development has been subject to a TVIA that has concluded that the Proposed Development will have a beneficial impact on the townscape by improving the existing character, accessibility and visual appearance of the existing Site and surrounding areas. It represents a clear opportunity to utilise a previously developed, but currently unused site, of which detracts from the local townscape character by creating a new visual marker on a key corner site on the inner ring road.

Functional

Design

- 7.16. Consideration of the Proposed Development in relation to its Architectural Quality is provided in the following:
- Section 6 of this Statement; and
 - Design and Access Statement.
- 7.17. The Applicant has a track record of developing high-quality buildings across Manchester City Centre, having recently secured the site of 325-327 Deansgate for the delivery of a high-quality 22-storey apart-hotel. The proposals have been sensitively designed by SimpsonHaugh, award winning architects, who have delivered a variety of high-quality schemes across Manchester. The proposed scale, massing, openings, setbacks, cut backs and materials have all been sensitively designed to take account of the Sites relationship with neighbouring buildings, views and the street scene.

Sustainable, Construction and Operation

- 7.18. Consideration of the Proposed Development in relation to Sustainable Design & Construction is provided in the following:
- Section 6 of this Statement;
 - Energy and Sustainability Statement; and
 - Operational Management Strategy.
- 7.19. In summary, the sustainability of the Proposed Development and measures to reduce its energy consumption have been considered from the initial phases of the development, and at each stage of the build process. The building is committed to a BREEAM rating 'Excellent'. Measures to reduce the energy consumption of the building during the construction phase, when making materials choices and when operational have all been incorporated in the scheme.

Environmental

- 7.20. Consideration of the Proposed Development in relation to its effect on the local environment and amenity is provided in the following:
- Section 6 of this Statement;
 - Air quality
 - Television reception
 - Aviation safety

- Townscape
- Daylight, sunlight and overshadowing
- Noise and vibration
- Wind microclimate
- Ventilation
- Green and Blue Infrastructure Statement (Section 6);

- Design and Access Statement.

7.21. In summary, the potential impact of the Proposed Development on its surroundings and on amenity is considered in the above technical assessments and within this Statement. In conclusion, the results of the technical assessments exemplify that the Proposed Development will not result in unacceptable impacts on the environment or amenity, when considered in the context of the economic and regeneration benefits.

8. Conclusion

- 8.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of Laystall Street.
- 8.2. The proposals are located within Manchester City Centre where national and local planning policy and guidance supports the proposed use and form of development, which will ultimately support the economic growth objectives for this part of the City.
- 8.3. The Site is in a strategic location due to the proximity of a wide range of transport links. The Site is within easy reach of areas of business, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing visitor numbers to the City.
- 8.4. A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Greater Manchester Police, Heritage England, and the wider community.
- 8.5. The Proposed Development has been designed to respond to the surrounding area and the development context. A comprehensive design analysis has been undertaken to ensure that the scale of the development reflects its prominent location on Great Ancoats Street, on a major through route into the City Centre. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 8.6. A comprehensive suite of technical reports has been prepared that demonstrate that proposals will have no significant adverse impacts on the environment or residential amenity that would indicate that the proposals should not be supported.
- 8.7. The Proposed Development is a high-quality scheme which is not only a benefit to visitors to Manchester, but also for the wider East Village / Piccadilly Manchester area and its connectivity between Ancoats, New Islington, the Northern Quarter, as well as the wider City Centre.
- 8.8. The proposed development will bring the following public benefits:
 - **A viable use of an underused site:** the currently unused site is unattractive and fails to fully utilise the positive attributes of the Site. The proposals are wholly in line with the Manchester Piccadilly SRF, which identifies the need to develop the area into a diverse mixed-use area. The redevelopment of the Site will maximise the benefits that can be delivered from the Site, whilst providing an attractive environment that will encourage further investment into the area, acting as a catalyst for continued regeneration.
 - **Support employment opportunities:** The proposals will create approximately 22 jobs (10 Full Time and 12 on flexible contracts) and will support a number of indirect jobs as a result of visitor spending within Manchester City Centre.
 - **Contribute to the growth of the tourism and leisure economy of Manchester:** The proposals will deliver a high-quality hotel in a sustainable location within Manchester City Centre. The proposals include stylish and diverse hotel accommodation, of which there is a growing demand for within the City Centre.
 - **Protecting the natural environment:** The proposals will provide an opportunity to enhance biodiversity through the use of landscape planting. The proposal has been designed to mitigate the impact of its construction and operation on climate change.
 - **Vitality:** The redevelopment of the Site will create more animation in the area and make it a more welcoming environment for pedestrians. Public realm improvements to be delivered within the redevelopment of the Site will create 24-hour natural surveillance and will help to discourage anti-social behaviour in the area.

- 8.9. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the Section 6 of this statement. Taking all of this into account, it is demonstrated that the Proposed Development is supported by the aims and objectives of the Development Plan taken as a whole.
- 8.10. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the proposed development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. As such, it is demonstrated that the proposed development therefore merits of the support of the local planning authority.



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