

Application Number/s: 132937/FO/2022 & 133241/LO/2022

Applicant: Cairn Group

Agent: Street Design Partnership Limited

Location: 51-57 Piccadilly, Manchester, M1 2AQ

Proposal: Two storey extension to hotel building including associated alterations, including formation of new entrance

Ward: Piccadilly

Description of Site and Surrounding Area

The applications relate to two existing buildings, which form one planning unit, on the north side of Piccadilly. The buildings are currently occupied by a hotel operator.

Building

The proposal consists of two separate buildings, which have been combined into a single planning unit. The buildings consist of ground floor retail units and upper floor hotel use, occupied by the 'Gardens Hotel'.

51-53 Piccadilly

51-53 Piccadilly is a 6-storey building on a C-shaped long plan. The building is orientated south, facing Piccadilly. There are two retail units to the ground floor, both of which are presently occupied. There are five floors above that are occupied by the hotel. The building was originally used primarily as offices and is built with a Portland stone façade and slate roof. The elevations to the courtyard are of white glazed brick/tile, with the rear elevation set back from the pavement with white glazed brick and a stone basement area wall. The building is adjoined to Piccadilly House to the west and 55-57 Piccadilly to the east. The building is bound by Back Piccadilly to the north and Piccadilly to the south.

55-57 Piccadilly

55-57 Piccadilly is a 5-storey building on a reverse C-shaped long plan. The building is orientated south, facing Piccadilly. There are two retail units to the ground floor, between which is the main entrance to the Gardens Hotel. Both the retail units are presently occupied. The building was originally used as a shipping warehouse, before becoming offices and now a hotel. The building's façade is constructed with buff sandstone with a slate roof. The building is constructed in an eclectic style with Gothic accents.

Listed Building

The two buildings have a combined listing at Historic England. They are covered by a Grade II listing with entry number 1246920 and dated from 06 June 1994. The statutory address is 51-57 (odd) Piccadilly, Manchester, M1 2AP. The listing at Historic England states:

Textile shipping warehouses, one of mid-to-late C19 date, and one of 1904 by W and G Higginbottom, both with ground floor shops and later used as offices, with the upper floors altered for hotel use in the late C20.

*The Gardens Hotel, comprising a textile shipping warehouse of mid-to-late C19 date, and another of 1904 by W and G Higginbottom, both with ground floor shops and upper floor offices, is listed in Grade II for the following principal reasons: * Design interest: of the earlier warehouse as an eclectic example of the Manchester Palazzo style, and of the well-detailed Baroque 1904 block; * Streetscape contribution: to this central city space and as the terminator to views along a principal historical commercial street. * Group value: with No. 49 to the left (Grade II) and with Nos. 59 and 61 (Grade II), to the right (in similar style to Nos. 51 and 53 by the same architect); * Historic interest: of the Manchester shipping warehouse for Preston-based Horrockses, once one of the largest textile concerns in the world, and for the later use as the general offices of the Manchester Corporation Tramways, probably from its inception in 1901.*

The Gardens Hotel occupies two buildings; Nos. 51 and 53 and Nos. 55 and 57 Piccadilly. Nos. 55 and 57 is the older building, being built between the survey for the OS 1851 1:2500 map and the 1886 Goad Fire Insurance plan which shows this building as a shipping warehouse occupied by Horrockes, Miller and Co. This was probably the original function of the building. At this time it had a shop either side of the central entrance, a skylight over the stairwell and a closed hoist towards the rear of the building. The small courtyard which is still evident was glazed over.

Nos. 51 and 53 are dated 1904. The 1917 Goad Fire Insurance plan shows a drugstore in the shop unit, with the rest of the building housing offices and various warehouses accessed by a stone stair lit by a skylight. The courtyard behind was glazed. This map also shows that Nos. 55 and 57 were, by this time, the general offices of the Manchester Corporation Tramways but were little altered other than the addition of a lift to serve the front half of the building and some openings into the neighbouring building, Nos. 59-61. By 1960 the Manchester Corporation Transport Dept. general offices occupied both buildings and a lift had been inserted into the stairwell of Nos. 51 and 53. By 1970 Manchester College of Arts and Design occupied them.

Horrockses, Miller and Co was a Preston-based cotton textile manufacturing partnership formed in 1815 by John Horrocks, jnr and based on the company founded in 1791 by his father. In 1882 they employed 3000 hands, operating 150,000 spindles on 3100 looms and were by far the largest manufacturer in Preston. In 1928 Manchester Corporation Tramways (founded in 1901) peaked at 328 million passengers, on 953 trams, via 46 routes, along 292 miles (470 km) of track. The only larger service in the United Kingdom was that of the London Passenger Transport Board after the services of 16 operators across the capital were combined in 1933.

Nos. 51 and 53 Offices and warehousing, now hotel, with ground floor shops. Dated 1904, by W and G Higginbottom, with late C20 alterations.

MATERIALS: Portland stone façade with slate roof.

PLAN: long C-shaped plan at right-angles to the street.

EXTERIOR: prominently sited in the centre of the block at the south east corner of Piccadilly Gardens, terminating long views up Portland Street.

Designed in a Baroque style, five storeys high and two bays wide. Above the modern shop frontage at ground floor, the building is symmetrical. The principal façade comprises two side-*

by-side, four-storey canted bays, the sides slightly recessed. The windows to each floor are transomed, with a central mullion in the principal window. Cartouche panels fill the spandrel below the second-floor windows. The third-floor bays have a balcony (with iron balustrade) supported on consoles reaching down to the second-floor transom, and above, open-pedimented segmental architraves with central cartouches. The windows are timber casements. The façade is framed by broad pilasters in two vertical stages, the lower half panelled with cartouches at the top, and the upper half treated as pairs of Ionic pilasters on panelled pedestals. Panels lettered 'AD' and '1904' flank a pulvinated frieze below a prominent modillioned cornice with egg-and-dart enrichment and small lions-head grotesques. The parapet has two pierced panels with very large Flemish gable framing a garlanded cartouche lettered 'CB 1904', with a fruity broken semi-circular pediment with central obelisk. Tall end chimneys are enriched with cornices and corner baluster-carvings.

The elevations to the courtyard shared with Nos. 55-57 are of white glazed brick or tile with late-C20 windows and corrugated metal sheet roofs*. The rear elevation to Back Piccadilly is set back from the pavement, in the same brick with wide strip-windows* and a full-width dormer*, and a stone basement-area wall. The party walls are of red brick with stone parapet copings.*

INTERIOR: the former offices and warehousing has been heavily subdivided for hotel use with access through the side elevation from the courtyard shared with Nos. 55-57, and bathroom fittings in each room*. The original well-winder stair survives (with its glazed-tiling dado (some painted) and some architraves, plus the later wrought-iron lift cage. The front block is interconnected at each floor with Nos. 55-57 via inserted openings through the party walls. The shop unit is very tall with a corniced ceiling visible above some suspended sections*. There are some iron columns visible in the lower levels at the rear, in an irregular pattern.*

The architects are Walter Higginbottom (1850-1924) and George Harry Higginbottom (1852-). These are not to be confused with William Herbert Higginbottom (1868–1929), who was born in Leeds but moved to and practised in Arnold, Nottingham.

Nos. 55, 55a and 57 Cotton shipping warehouse, later used as offices and now hotel, with ground floor shops. Mid-to-late C19 with late C20 alterations.

MATERIALS: buff sandstone façade with slate roof.

PLAN: long reverse C-shaped plan at right-angles to the street.

EXTERIOR: prominently sited in the centre of the block at the south east corner of Piccadilly Gardens, terminating long views up Portland Street.

In an eclectic style with Gothic accents, of four storeys plus an attic, and three bays wide. The façade is symmetrical, with a narrower central entrance bay and wider outer bays all framed by hollow-chamfered pilasters with volute stops. Moulded head and sill bands separate the floors, with a double dentilled frieze over each bay. The balustraded parapet is broken in the centre by a gable flanked by chamfered square pinnacles, with hipped dormers to either side. The ground floor has a tall segmental-headed doorway with moulded surround, flanked by C21 shop windows. On the upper floors there are three-light windows in the outer bays and two lights in the centre, all with ovolo mullions between, and the attic gable has a pointed-arched window with a transom and Y-tracery, and the dormers have three-light casements; the windows are uPVC*. There are apex finials to the attic (stone to the gable and lead to the hipped roofs) with stone end chimneys. Late C20 signage has been affixed.**

The elevations to the courtyard shared with Nos. 51 and 53 are in metal profiled cladding to both walls and roofs, with late-C20 windows*. The rear elevation to Back Piccadilly is clad at ground floor in red granite* (with some stone visible where this is missing), and at first and second floor in white glazed tile or brick. The upper windows are predominantly wide openings with painted stone mullions, although all windows are late C20 replacements*. There are two stacked full-width dormers*. The party walls are of red brick with stone parapet copings.*

INTERIOR: modern shop interiors at ground floor. The entrance has eight stone steps in two flights, now clad in red granite*, and a timber panelled and coffered ceiling and double part-glazed panelled doors with five decorative leaded lights above. Beyond this the hall and stair have decorative plaster ceilings. The front block contains an entrance hall and original dog-leg stair with open string, scroll-work iron balustrade, timber newel and some original ramped skirting. A modern lift* occupies the lift-shaft inserted before 1917. An arch with inserted doors* gives onto the former courtyard beyond, which is partly covered by a modern glazed roof*. This houses reception and above this are four floors of accommodation, possibly a late C20 insertion. The rear block abuts Nos. 51 and 53 and interconnects at various levels. The location of the original warehouse hoist is now used as a store room. The upper floors are heavily subdivided for hotel use* with bathroom fittings in each room* and interconnect with Nos. 51 and 53 via inserted openings through the party walls.*

**Pursuant to s.1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is declared that the following aforementioned items are not of special architectural or historic interest: late C20-C21 shop fronts and fittings; late C20 uPVC and metal windows; external metal cladding to walls and roofs; roof dormers to Back Piccadilly; non load-bearing internal partitions; hotel bathroom fixtures; late C20 signage to front elevation; red granite cladding to the rear external wall and to the entrance hall & steps; lift cars; late C20 doors and glazed roof to reception.*

Surrounding Area (including Conservation Area)

The buildings are located proximate to Piccadilly Gardens, within the centre of the city centre area of Manchester. This area of Manchester is characterised by as the central retail district of the city centre, with predominantly retail and similar uses to lower floors and offices etc. to upper floors. The block to which the buildings are located within is bound by Back Piccadilly to the north, Newton Street to the east, Portland Street/Piccadilly to the south and Lever Street to the west. The buildings within this block are relatively uniform in height, approximately 5-6 storeys + roofs.

The building is in an area of Manchester City Centre that is dense in designated heritage assets, with the listed buildings under this application being proximate/in the setting of 49 Piccadilly, Clayton House (59-61 Piccadilly), St. Margaret's Chambers, Wellington Statue, 8 Lever Street and Kingsley House. All these buildings/structures are Grade II Listed.

The building is located within the Stevenson Square Conservation Area. Stevenson Square conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three designated by us in February 1987; the others are Shudehill and Smithfield. Stevenson Square is the most easterly of the city centre conservation areas, and was subsequently extended in December 1987 to include houses on Lever Street and Bradley Street.

The original area is bounded by Oldham Street (a common boundary with the Smithfield conservation area), Great Ancoats Street (a common boundary with the Ancoats conservation area), Spear Street, Faraday Street, Brewer Street, China Lane, Hilton Street, the rear of Back China Lane, Dale Street, Lena Street and Piccadilly. The extension to the conservation area is bounded by Spear Street, Houldsworth Street, Lever Street and Faraday Street.

Description of Proposal

The original application seeks planning permission and listed building consent for the following:

- Erection of a two-storey rooftop extension above 55-57 Piccadilly, with flat roof and roof top plant, to be set back from front elevation. Proposed sixth floor to rear elevation to have glass-balustraded rooftop terrace. Plant screen proposed to obscure plant equipment at roof level.
- Alterations to existing rear elevation at ground floor level, including existing steps to be re-clad in off-white tile finish and provision of sliding glazed access gate. Existing red/brown tiles to be removed, existing white boxing removed and new glazed white brick cladding applied to match existing above in Flemish bond.
- New white ribbon extract louvres to rear elevation
- Provision of new glazing and doors onto rear elevation balcony/terrace feature to upper ground floor.

The application seeks listed building consent, in addition, for the following internal alterations:

Basement Level

- General internal alterations

Ground Floor

- Removal of an existing retail unit and alteration to form a new ground floor entrance to hotel from both front and rear elevations
- New main lobby area and new reception area
- Alterations to ground floor layout to form toilets accessed from lobby area
- Existing partitions removed and new partitions inserted
- Refurbishment of altered space

Upper Ground Floor

- Removal of existing reception
- Internal alterations to allow enlargement of bar lounge
- Alterations to existing lightwell

First Floor

- Insertion of new lightwell roof to straddle no.53 and no.55
- Insertion of new lightwell (present on all subsequent floors) to right side of no.57
- Insertion of metal cladding to central lightwell by white glazed brick slips.

- Alteration to bedrooms to first floor

Second Floor

- Alterations to bedrooms to floor

Third Floor

- Alterations to bedrooms to floor

Fourth Floor

- Alterations to bedrooms to floor

Fifth Floor

- Alterations to bedrooms
- Laundry altered to bedrooms
- Roof structure altered over 55/57 to facilitate upward extension

Sixth Floor

- New floor with bedrooms to 55/57.
- Removal of roof to rear part of 51/53 to accommodate new rooms to the rear with dormers

Roof Level

- New flat and pitched roofs to 55/57 and rear part of number 51/53

Description of Amended Proposal

During the assessment of the planning applications, a legal issue was identified by the planning agent and applicant that restricts the upward extension of the building/s. As a result of this issue, the proposal was amended with the proposed two storey upward extension and associated alterations removed from the proposal. The amended proposal calls for the roof to be retained as is, with additional plant added/rearranged to the retained roofscape.

The Planning Submission

The application is supported by the following information:

- Planning Application Form
- Location Plan
- Existing and Proposed Elevation Plans and Floor Plans
- Existing and Proposed Sections
- Site Waste Management Plan
- Design & Access Statement
- HVAC Strategy System
- Public Sewer Map
- Crime Impact Statement
- Noise/Acoustic Assessment
- Heritage Statement

- Framework Travel Plan

Publicity

Site Notice/s Posted and Dates: Posed 29/03/22, Expired 25/04/22

Press Adverts Published and Dates: Published 05/04/22, Expired 26/04/22

Neighbour Notification: Notified 29/03/22

Representations Received: 1

Comments received are as follows: The waste management plan does not seem related to this site all as it refers to another site completely. The noise survey is out of date as the drawings are different.

**The proposed amended plans that remove the additional two-storey rooftop extension were received, but neighbours not reconsulted. This is due to the amendments reducing the scope of work/development proposed.*

Consultations

Archaeology

No objection.

Ward Councillors

No comments received.

Historic England

No objection

Greater Manchester Police

- No objection, subject to those layout issues set out in Section 3.3 in the Crime Impact Statement are recommended and that physical measures under Section 4 of the CIS are **conditioned**.

National Amenity Societies

No comments received

Highway Services

- It should be ensured that the new entrance from Piccadilly is implemented in line with Design for Access 2 standards, to ensure wheelchair access.
- If the proposed canopy projects over the highway by more than 350mm then a highways licence will be required pursuant to Section 177 of the Highways Act.
- Footway improvements will be required on Back Piccadilly. The applicant will be required to enter into a Section 278/184 agreement for alterations. Footway improvements will be at the applicant's expense.

- Additional cycle storage will be required as 1 cycle space is required for 10 guest rooms in line with MCC standards.
- A servicing management strategy is required. This should include further information as to the refuse collection route, storage and include swept path analysis.
- **Condition:** Construction Management Plan
- **Condition:** Full Travel Plan implementation.

Environmental Health

- **Condition:** The premise hours to non-patrons will need to be agreed in writing
- The refuse scheme as indicated is agreed and will be conditioned
- The Acoustic Planning Report by Sandy Brown (in relation to external plant) has been reviewed in relation. The report is out of date. As a result, a **condition** is required for a new report, with a verification report also to be included.
- The Acoustic Planning Report by Sandy Brown (in relation to noise breakout) has been reviewed. The report is out of date. As a result, a **condition** is required for a new report, with a verification report also to be included.
- Recommended construction hours. Shall be added as an **informative**.
- Environmental Health recommends a condition in relation to fumes. However, there is no change of use/alterations to the building that require planning permission in this regard, so this cannot be controlled by way of a fumes condition.

Transport for Greater Manchester

- **Informative** ensuring that during the construction phase of the development all bus stops (two directly outside) and access for buses on the surrounding roads need to be maintained at all times given the nature of the bus routes and stops in this location.

Greater Manchester Ecology Unit

Satisfied that a preliminary Ecological assessment is not required due to the lack of suitable nesting opportunities.

Policy

The Development Plan

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

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

Manchester Core Strategy Development Plan Document (July 2012)

Policy SP1 'Spatial Principles' – Development in all parts of the city should make a positive contribution to neighbourhoods of choice, which includes:

- Creating a well-designed place that enhances or creates character
- Makes a positive contribution to the health, safety, and wellbeing of residents
- Considers the needs of all members of the society
- Protects and enhances the built and natural environment
- Minimises emissions, ensures efficient use of natural resources and previously developed land
- Improves access to jobs, services, education and open space by being located to reduce the need to travel and provides access to sustainable transport

Policy CC4 'Visitors – Tourism, Culture and Leisure' – The city centre will be the focus for culture and leisure in the city region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported.

Development in the city centre that improves facilities for visitors, including Manchester residents, will be promoted. Hotels have become an increasingly important use across the city, and these will be particularly important in the city centre. New hotel development which contributes to the quality of the city centre hotel offer will be supported.

Policy CC9 'Design and Heritage' – Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

Policy CC10 'A Place for Everyone' – The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development that promotes this objective will be supported, particularly through, amongst other things, high standards of accessibility to buildings and across spaces in the City Centre.

Policy EN3 'Heritage' – New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy T1 ‘Sustainable Transport’ – To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the need of residents and businesses and prepare for carbon free modes of transport, the LPA will support proposals that:

- Improve choice by developing alternatives to the car
- Improve pedestrian routes and the pedestrian environment

Policy EN1 ‘Design Principles and Strategic Character Areas’ All development in Manchester is expected to follow the seven urban design principles (character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability, and diversity). The city centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas and a historic street pattern. Developers will be expected to consider the City’s heritage and continue the rich pattern of activity in the core area.

Policy DM1 ‘Development Management’ – All development should have regard to a variety of specific issues, which include:

- Design (Siting, layout, scale, form, massing, materials and detail)
- Impact on surrounding impact in terms of design/appearance and character
- Effects on amenity (Privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety, traffic generation)
- Accessibility (disabled access, public transportation)
- Community safety and crime prevention
- Design for health
- Adequacy of internal accommodation and external amenity space
- Refuse storage and collection
- Vehicular access and parking
- Biodiversity, landscaping, archaeological and built heritage
- Green infrastructure, including open space (public and private)
- Flood risk and drainage
- Existing and proposed hazardous installations
- Sustainable construction techniques (BREEAM)

Saved policies of the Manchester Unitary Development Plan

Saved Policy 18 ‘Conservation Areas’ – The LPA shall give particularly careful consideration to development proposals within Conservation Areas. The LPA shall seek to preserve and enhance the character of its designated conservation areas by carefully considering issues surrounding:

- The relationship of new structures to neighbouring buildings and places
- The effect of major changes to the appearance of existing buildings
- The desirability of retaining architectural features (including trees)
- The effect of signs and advertisements

The LPA will not normally grant outline consent within conservation areas. Consent to demolish a building in a conservation area will only be granted where it is wholly

beyond repair, incapable of reasonable beneficial use or where removal or replacement would benefit the appearance or character of the conservation area.

Where demolition is to be followed by redevelopment, demolition will only be permitted where there are approved detailed plans for redevelopment.

Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the conservation area. This will include protection of views into and out of Conservation Areas.

Saved Policy 19 'Listed Buildings' - In determining applications for LBC, the LPA will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the LPA will:

- Not grant LBC for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use
- Not permit a change of use to a listed building, where it would have a detrimental effect on the character or appearance of the building
- Not permit any external or internal alteration or addition to a listed building where, in its opinion, there would be an adverse effect on its architectural or historic character
- Seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features
- Permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract
- Not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result

Saved Policy 26 'Development and Noise' - The LPA intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the city. The LPA will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources.

Other Material Considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

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

Chapter 3 ‘Accessibility – Design for Access 2’ – Outlines the City Council’s design aims to encourage fully inclusive and accessible standards.

Chapter 4 ‘Environmental Standards’ – Outlines the City Council’s commitment to making Manchester ‘the Greenest City in Britain’, including by encouraging energy efficient design and reduction in energy demand.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 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. 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”.

National Planning Policy Framework (July 2021)

The revised NPPF re-issued in July 2021. The document states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 4 – Decision-making – States that local planning authorities should approach decisions on proposed developments in a positive and creative way, making use of pre-application discussions etc. In addition, applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance, the proposal will be assessed on up-to-date development plan and any other material considerations. The applicant made use of pre-application discussions and a site visit.

Section 8 – Promoting healthy and safe communities – Planning decisions should aim to achieve healthy, inclusive and safe places which:

- Promote social interaction (including between those who would not often otherwise come in contact with each other)
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion
- Enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs. (Paragraph 92).

Planning decisions should promote public safety and take into account wider security and defence requirements by anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate (which includes hotels) (Paragraph 97).

Section 12 – Achieving well-designed places – Planning decisions should ensure that developments will:

- Function well and add to the overall quality of the area for the lifetime of the development
- Are visually attractive because of good architecture, layout and appropriate/effective landscaping
- Are sympathetic to local character and history, including the surrounding built environment and landscape settings and not prevent or discourage appropriate innovation or change (such as increased density)
- Establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinct places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks
- Create places that are safe, inclusive, accessible, healthy and promote wellbeing with high standards of amenity for existing and future users and where crime, disorder and fear of crime do not undermine the quality of life or community cohesion and resilience. (Paragraph 130)

Section 14 – Planning for Climate Change – New development should be planned for in ways which, amongst other things, can help to reduce greenhouse gas emissions, such as through its location, orientation and design (Paragraph 154).

Section 16 – Conserving and Enhancing the Historic Environment – Heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Paragraph 194 – In determining applications, LPAs should require an applicant to describe the significance of any heritage asset affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum, the historic relevant historic environment record should have been consulted and the heritage assets assessed using

appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, LPAs should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 195 – In turn, LPAs should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including the setting) taking into account the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage assets conservation and any aspect of the proposal.

Paragraph 196 – Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

Paragraph 197 – In determining applications, LPAs should take account of:

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

Paragraph 199 – When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to the significance.

Paragraph 200 – Any harm to, or loss of, the significance of a designated heritage asset (from alteration, destruction, or development within its setting) should require clear and convincing justification. Substantial harm or loss of Grade II listings should be exceptional, and anything above should be wholly exceptional.

Paragraph 201 – Where a proposed development will lead to substantial harm or total loss of significance, LPAs should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss or where:

- The nature of the heritage asset prevents all reasonable use of the site
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation
- Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible
- The harm or loss is outweighed by the benefit of bringing the site back into use

Paragraph 202 – Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 204 – LPAs should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred

Paragraph 208 – LPAs should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies

Significance is defined as the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Setting of a heritage asset is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

National Planning Practice Guidance (NPPG)

Climate Change – There are many opportunities for LPAs to help shape appropriate strategies and decisions in line with climate change adaptation and mitigation. Amongst other things, the LPA should promote low carbon design approaches to reduce energy consumption in buildings.

Effective Use of Land – When a planning application is submitted, LPAs will need to consider whether the proposed development would have an unreasonable impact on the daylight and sunlight levels enjoyed by neighbouring occupiers, as well as assessing whether daylight and sunlight within the development itself will provide satisfactory living conditions for future occupants.

In some cases, properties benefit from a legal 'right to light', which is an easement that gives a landowner the right to receive light through specified openings and can be used to prevent this from being obstructed without the owner's consent. Such rights are not part of the planning system but may affect the scope for development on neighbouring sites.

All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings.

In such situations good design (such as giving careful consideration to a building's massing and layout of habitable rooms) will be necessary to help make the best use of the site and maintain acceptable living standards.

Historic Environment – Any decisions where listed buildings and their settings and conservation areas area factor must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990, in particular Sections 16, 66 and 72, as well as applying the relevant policies in the development plan and the NPPF.

Conservation is an active process of maintenance and managing change. It requires a flexible and thoughtful approach to get the best out of assets as diverse as listed buildings in everyday use and as yet undiscovered, undesignated buried remains of archaeological interest.

In the case of buildings, generally the risks of neglect and decay of heritage assets are best addressed through ensuring that they remain in active use that is consistent with their conservation. Ensuring such heritage assets remain used and valued is likely to require sympathetic changes to be made from time to time.

Part of the public value of heritage assets is the contribution that they can make to understanding and interpreting our past. So, where the complete or partial loss of a heritage asset is justified, the aim then shall be to capture and record the evidence of the asset's significance which is to be lost, interpret its contribution to the understanding of our past, and make that publicly available.

Examples of heritage benefits include sustaining or enhancing the significance of a heritage asset and the contribution of its setting, reducing or removing risks to a heritage asset and securing the optimum viable use of a heritage asset in support of its long-term conservation.

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 of the Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Act requires the LPA to, during the assessment for planning permission, exercise due respect to any buildings or other land that falls within a designated conservation area. Special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.

The application proposes external alterations and a partial change of use of a building that is a Grade II listed building, in the setting of other Grade II and a Grade II* listed building, is within a conservation area and is adjacent to another conservation area. As such, this is considered in detail in the report.

Equality Act (2010)

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons

who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Conservation Area Declaration

Stevenson Square conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three designated by us in February 1987; the others are Shudehill and Smithfield. Stevenson Square is the most easterly of the city centre conservation areas and was subsequently extended in December 1987 to include houses on Lever Street and Bradley Street.

The original area is bounded by Oldham Street (a common boundary with the Smithfield conservation area), Great Ancoats Street (a common boundary with the Ancoats conservation area), Spear Street, Faraday Street, Brewer Street, China Lane, Hilton Street, the rear of Back China Lane, Dale Street, Lena Street and Piccadilly. The extension to the conservation area is bounded by Spear Street, Houldsworth Street, Lever Street and Faraday Street.

Issues

Principle of the Development

The proposed two-storey roof extension and alterations to the building's external appearance have been established as acceptable by way of previously approved planning permission 112667/FO/2016 approved on 26 October 2018 and listed building consent application 112668/LO/2016 given on 26 October 2018.

The initial proposed development and works sought under the listed building consent proposed a more substantial two storey roof extension, with all other external works being almost identical to previously approved, but now lapsed, approval.

An amended scheme was subsequently submitted removing the proposed two-storey roof extension and works associated with that part of the scheme. As such, the concerns regarding this element of the proposal are no longer relevant to the assessment of the scheme.

There were also concerns raised that the proposed alterations to the ground floor rear elevation of the building to Back Piccadilly would reduce the sense of active frontage along Back Piccadilly. However, through investigation and internal discussion, it has subsequently been established that this proposal formed part of the consent granted in 2018.

Impact on Listed Building

The proposed internal alterations are markedly like the previously approved scheme and are acceptable. It is not considered that the existing layout and internal features contain much in the way of original layout or features.

The proposed external alterations, following the removal of the proposed two-storey roof extension from the plans, are now overall less impactful than previously granted

schemes. It is noted that rooftop plant would not be readily visible from street level or public vantage points.

Impact on Setting of Listed Building/s and Conservation Area

The building occupies a key position fronting Piccadilly. The new entrance would create an accessible, elegant simplistic design which reflects the materiality and design form of entrances in this part of the Stevenson Square Conservation Area and offer a high-quality frontage.

The building is located within the Stevenson Square Conservation Area. The premises are Grade II listed and in close proximity to other grade II listed buildings. The elevation design seeks to create a building with simple, high-quality materials that maintains its appearance over time.

Views were tested from a number of different locations in regard to the rooftop alterations, and it is considered that the proposals would have a negligible impact.

A Heritage Statement has been submitted with the application, including an assessment of significance and impact. Having assessed the building it can be agreed that The Gardens Hotel buildings possess historic value of an illustrative nature, through the manner in which they evoke the spirit of the Victorian age. This evocation relates only to the building's exterior and principally to the Piccadilly facades, owing to the extent and nature change elsewhere.

Any harm that is caused to heritage assets has to be considered against the significant public benefits that would be delivered as set out in the NPPF (paragraph 202). The proposal would support the continuing use and improve an existing facility, delivering high quality alterations within a priority regeneration area. It would add to the economic growth of the City in a key target growth sector identified in the would support economic growth in the City and create employment in a strategic employment location.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and the conservation area as set out in section 66 and 72 of the Listed Building Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme as required in paragraph 202 of the NPPF.

The design of the rooftop extension has been developed to respect the form of the existing listed building and those listed buildings adjacent, having regard to key views of the premises from Piccadilly and from Portland Street.

Amenity (Noise – External Plant)

The application proposes alterations to plant, necessitated both due to alterations within the building covered only by the listed building consent and by the rooftop extension

Amenity (Noise – Noise Breakout)

The application proposes internal alterations to an existing bar that does not require consent in its own right. However, due to external alterations that may change or increase noise breakout from the bar, it is prudent to require an acoustic assessment to nearby receptors.

The applicant has provided an assessment. However, the report is out of date (approximately six years old). As such, the applicant has been informed of the need to provide an updated report either prior to decision or as part of a planning condition.

The noise breakout would be particularly relevant to the rear elevation, where a terrace is proposed close to street level with new opening formed in the external fabric of the building.

Subject to satisfactory information been provided confirming noise breakout is kept within suitable parameters, the proposal would be consistent with saved UDP Policy DC26.1 and Core Strategy policy DM1.

Amenity (Waste)

The submitted Waste Management Strategy is as follows:

General waste 1100 litres to be collected 3 times per week.

Mixed Recycling 1100 litres – to be collected 2 times per week.

Glass 360 litres – to be collected 2 times per week

Environmental Health have reviewed the submitted waste management strategy and are satisfied that it is sufficient to meet the demands of the development.

Climate Change

The building is an existing hotel and will be remodelled in order to meet modern requirements. The proposals include the replacement of the existing kitchen air handling and extract services, which will reduce noise and air pollution as well as improve energy efficiency in building heating and cooling systems.

Accessibility (Disabled Access)

There is currently, no direct, unassisted access into the hotel for disabled guests, visitors and staff. The proposal improves existing access through provision for a new pedestrian access routes off Piccadilly provide a level access into the hotel with the existing hotel entrance being utilised as a fire exit for the restaurant and bar. The agent has confirmed that this new entrance will be accessible for wheelchair users.

Accessibility (Sustainable Transport)

The site is located within Manchester City Centre and is therefore considered to be highly accessible by sustainable modes, including bus, rail and Metrolink, with various services operating within an acceptable walking distance of the site. A good network of street-lit footways is provided within the wider area, with numerous pedestrian crossing and cycle facilities.

Highways have recommended that a (Full) Umbrella Travel Plan be conditioned, to be implemented within six months of occupation which utilises detailed travel survey data obtained from the hotel/retail staff survey.

A condition will be attached for the requirement of offsite highways works consisting of Footway improvements on Back Piccadilly.

Highway Considerations

The existing site is in a City Centre location which is accessible by a range of public transport modes including trains, buses and trams, as well as links to Manchester Airport, and local routes for cyclists and pedestrians.

A Framework Travel Plan has been developed which outlines Travel Plan objectives and measures which will be taken forward within an Umbrella Travel Plan for staff, which will cover both the existing hotel and the proposed extension.

However, it is recommended that the Umbrella Travel Plan should also include staff associated with the ground-floor retail units and should include measures to promote sustainable access towards customers. Further details will be secured by a Travel Planning condition.

Highways commented that there is inadequate cycle storage provided, 1 cycle space is required per 10 hotel rooms provided. As the hotel as existing does not have any provide any dedicated cycle storage and the proposal results in reduction in the number of bedrooms from 101 to 99. It is therefore recommended that a condition requiring identification of secure cycle parking for staff is attached.

Ecology

The applicant has provided details to demonstrate that there is poor bat foraging opportunities for which results no obvious roosting potential. Greater Manchester Ecology Unit concur with this and therefore the proposal is considered to be acceptable and in accordance with Core Strategy Policy EN16.

Crime and Safety

A Crime Impact Statement has been submitted in support of the application and sets out recommendations to improve the Security of the development which includes Security Lighting, CCTV and external alarmed doors. In view of the above the proposal is consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Human Rights Act 1998

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and has been determined in a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

132937/FO/2022

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

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

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

- Proposed Section B-B ref. PS.17
 - Proposed Entrance Details Option B ref. PS.30 REV E
 - Framework Travel Plan dated August 2016
 - HVAC Strategy Statement
 - Gardens Hotel refurbishment Acoustic planning report ref. 16318-R01-A
 - Site Waste Management Strategy
- Received by the City Council as Local Planning Authority on 14 February 2022.

- Proposed Basement, Ground & Upper Ground Floor Plans SK.10 A
 - Proposed First, Second & Third Floor Plans ref. SK.11 A
 - Crime Impact Statement ref. 2016/0595/CIS/04
- Received by the City Council as Local Planning Authority on 31 March 2022.

- Proposed Fourth & Fifth Floor Plans ref. PS.12 B
- Proposed Sixth & Roof Floor Plans ref. PS.13 B
- Proposed Front Piccadilly Elevation ref. PS.14 B
- Proposed Section A-A ref. PS.16
- Proposed Rooftop Deck Sections and Plan ref. PS.19
- Proposed Section DD ref. SK.18

Received by the City Council as Local Planning Authority on 04 August 2022.

- Proposed Back Piccadilly Elevation ref. 7426 - PS.15 - Rev E

Received by the City Council as Local Planning Authority on 16 November 2022.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Above-ground construction (excluding demolition or internal strip out works) works shall not commence until samples and specifications of all materials to be used in the external elevations of the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority.

Thereafter the development shall be carried out in accordance with those details.

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

4) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement ref. 2016/0595/CIS/04 received by the City Council as Local Planning Authority on 31 March 2022 and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5) The development hereby approved shall be carried out in accordance with the Framework Travel Plan dated August 2016 prepared by Vectos dated December 2021. In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of occupants during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

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

6) Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:

- o The routing of construction traffic;
- o Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- o Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o Specify the working hours for the site;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete
- o Identify advisory routes to and from the site for staff and HGVs;
- o A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing on site as the impacts of construction works to deliver the development require mitigation.

7) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy received by the City Council as Local Planning Authority on 14 February 2022 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

8) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

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

9) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority.

The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as Local Planning Authority. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled bso as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

10) The opening hours for the bar area to non-patrons shall be agreed in writing by the City Council as Local Planning Authority prior to occupation.

Reason - To secure a reduction in noise in order to protect future residents from noise disturbance, pursuant to saved UDP policy DC26 of the Unitary Development Plan and policies SP1 and DM1 of the Core Strategy

11) Prior to the first occupation of the development hereby approved further details of the cycle parking provision shall be submitted in writing to the local planning authority, the agreed level of cycle parking shall thereafter be installed and maintained.

Reason - To assist promoting the use of sustainable forms of travel to the development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

12) Prior to the occupation of the development, details of footway improvements on Back Piccadilly, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

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

13) Prior to first occupation, a Servicing Management Strategy, detail the frequency and location of all deliveries and servicing to the development, shall be submitted to the City Council as Local Planning Authority.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

14) Prior to the installation of the glazed roller shutter as shown on the 'Proposed Back Piccadilly Elevation ref. 7426 - PS.15 - Rev E' received by the City Council as Local Planning Authority on 16 November 2022 final details including specifications and materials samples shall be submitted to and approved by the City Council as Local Planning Authority.

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

133241/LO/2022

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

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

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

- Location Plan ref. PS.00
 - Proposed Section B-B ref. PS.17
 - Proposed Entrance Details Option B ref. PS.30 REV E
- Received by the City Council as Local Planning Authority on 14 February 2022.

-Proposed Basement, Ground & Upper Ground Floor Plans SK.10 A
-Proposed First, Second & Third Floor Plans ref. SK.11 A
Received by the City Council as Local Planning Authority on 31 March 2022.

-Proposed Fourth & Fifth Floor Plans ref. PS.12 B
-Proposed Sixth & Roof Floor Plans ref. PS.13 B
-Proposed Front Piccadilly Elevation ref. PS.14 B
-Proposed Section A-A ref. PS.16
-Proposed Rooftop Deck Sections and Plan ref. PS.19
-Proposed Section DD ref. SK.18
Received by the City Council as Local Planning Authority on 04 August 2022.

-Proposed Back Piccadilly Elevation ref. 7426 - PS.15 - Rev E

Received by the City Council as Local Planning Authority on 16 November 2022.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Notwithstanding the details shown in the approved documents and detailed in conditions 2 of this consent, a detailed method statement for the careful removal of items and the protection of the original fabric shall be submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site to ensure that demolition works are carried out carefully and that no harm is caused to the listed building. The works shall then be carried out only in accordance with the approved details.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies DM1, SP1, CC9 and EN3 of the Core Strategy and saved policies DC19.1 of the Unitary Development Plan for the City of Manchester.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via
Email -highwaylicenses@manchester.gov.uk

2) The proposed canopy should provide at least 2.3 metre headroom clearance from ground-level. If the canopy projects over the adopted highway by more than 350mm it will require a highway license pursuant to Section 177 of Highways Act 1980

3) It should be ensured that new doorways are provided in line with Design for Access 2 standards in order to provide adequate disabled access.