

Our Ref: MM/KN0067/24

07 November 2025

Manchester City Council
Planning
PO Box 532
Manchester
M60 2LA

via the Planning Portal

Dear Sir/Madam,

Application for Full Planning Permission

**Premier Inn Manchester Airport (Heald Green) Hotel and the Heald Green Beefeater,
Finney Lane, Wythenshawe, Stockport, Manchester, SK8 3QH
Planning Portal Reference: PP-13731477**

We are instructed by Whitbread PLC, to submit an application for full planning permission at its existing Premier Inn Manchester Airport (Heald Green) Hotel and the Heald Green Beefeater, Finney Lane, Wythenshawe, Stockport, Manchester. Specifically, the application proposes:

'Demolition of an existing hotel restaurant, erection of a two-storey hotel block and the conversion of hotel rooms to provide additional hotel bedrooms, together with alterations to the care park and associated work.'

This application has been submitted and paid in full to the Planning Portal via the aforementioned reference. In addition to the completed application forms and certificate, this application is accompanied by the following:

- Site Location Plan;
- Existing Site Plan (Dwg no. AP01 - Rev A);
- Existing Floor Plan (Dwg no. AP02);
- Proposed Site Plan (Dwg no. AP03 - Rev B);
- Proposed Floor Plans (Dwg no. AP04);
- Existing Elevations (Dwg no. AP05);
- Proposed Elevations (Dwg no. AP06 - Rev A);
- Proposed Site Land Ownership Layout (Dwg no. AP07 - Rev A);
- Detailed Landscape Proposals - 1 of 2 (Dwg no. I159-SW-01);
- Detailed Landscape Proposals - 2 of 2 (Dwg no. I159-SW-02);



- Right of Access Site Plan (Dwg no. SK999);
- Biodiversity Net Gain Assessment (prepared by Arbtech);
- Biodiversity Net Gain Metric Tool (prepared by Arbtech);
- Bat Emergence and Re-Entry Surveys (prepared by Arbtech);
- Preliminary Ecological Appraisal and Roost Assessment (prepared by Arbtech);
- Drainage Statement (prepared by Booth King);
- Drainage Enabling Works GA (Dwg no. 15191 BKP XX XX DR C 0505);
- Drainage Key Plan (Dwg no. 15191 BKP XX XX DR C 0510);
- Proposed Drainage GA - Sheet 1 (Dwg no. 15191 BKP XX XX DR C 0511);
- Proposed Surface Water Drainage GA (Dwg no. 15191 BKP XX XX DR C 0512);
- Proposed Foul Water Drainage GA (Dwg no. 15191 BKP XX XX DR C 0513);
- Energy Strategy (prepared by Thornley & Lumb);
- Travel Plan (prepared by RGP);
- Transport Statement (prepared by RGP).

This letter comprises the planning justification and should be considered alongside other submitted information when determining the application.

The Site and its Surroundings

The site encompasses a Premier Inn Hotel and the former Heald Green Beefeater restaurant, along with associated parking facilities. Currently, the restaurant is vacant and has been non-operational since July 2024, whereas the hotel is fully functioning. The site spans over an area of 0.95ha, with both the hotel and the restaurant buildings being two-storey structures. Additionally, there is outdoor seating situated to the north of the restaurant building.

The hotel operates a 24hr access reception desk. Internally within the hotel are basic amenities for guests in the form of vending machines within the reception area. The hotel comprises of 87 hotel bedrooms. The hotel also benefits from plant and equipment to provide the necessary heating and cooling required for guest comfort.

The land upon which the site sits on is classified as brownfield land which features vegetation and planting along its northern boundary and parts of the southeastern boundary. The site falls under the jurisdiction of the Manchester City Council local authority area; however, is considered part of the Heald Green local centre, which is located less than 50m east of the site, across the railway line within the Stockport authority area.

The site is located outside of the designated town centre. The closest centre is Wythenshawe District Centre which is approximately 1.6km to the west of the site.

The site is accessible via a single entry/ exit point to the northwest of the car park off Irvin Drive; the car park offers 153 existing parking spaces.



It is evident the site sits within sustainable location which is accessible via several sustainable transport modes. The Heald Green train station is located directly southeast of the site. Manchester Airport is located approximately within a 3.6km drive to the southwest and approximately 12km south of Manchester City Centre.

There is also a bus stop along Finney Lane directly north of the site; this bus stop is serviced regularly by bus numbers 130 (Manchester Airport - Wilmslow - Henbury - Macclesfield), 368 (Manchester Airport - Cheadle Hulme - Edgeley - Stockport), 740 (Cheetham Hill - Cheadle - Heald Green - Gatley), 743 (Hulme - Fallowfield - Didsbury - Heald Green - Gatley), 752 (Cheadle Heath - Cheadle - Cheadle Hulme - John Leigh Park), 758 (Rosehill - Bowdon - Sale - Stretford - Chorlton - Moss Side), 767 (Cheadle - Cheadle Hulme - Heald Green - Hale Barns), 810 (Northern Moor - Wythenshawe - Heald Green - Gatley) and 818 (Cheadle Hulme - Heald Green - Gatley - Adswold - Cheadle), all of which are southbound and northbound.

The wider area to the east is predominantly residential and commercial, while the west features open spaces, car parking, and storage business industrial uses associated with the airport.

The site is situated within Flood Zone 1, indicating a low risk of flooding. There are no heritage assets on site or nearby, and the site is not within a conservation area. Additionally, none of the site's tree cover is subject to Tree Preservation Orders. The development does not intersect a pipeline or hazard zone, and HSE Planning Advice does not have an interest in the development.

Land to the northwest is designated as green belt, while to the southwest, there is an economic development designation under Policies EW11 and EW9b. Directly northwest of the site, there is a major road/ rail environmental improvement corridor under Policy E3.3.

Planning History

A review of Manchester City Council's planning application portal has indicated that the site has been subject to several planning applications in the past, relating to the original consents for the building on site, extensions and modifications to the buildings and several advertisement consents. The table below shows the most relevant applications in order:

Table 1: Table showing list of relevant planning history

Application Ref.	Description	Decision and Date
110095/FO/2015/S2	Erection of a two-storey side extension to existing hotel (Class C1) to create 20 additional new rooms (87 in total) and ancillary services including plant and equipment, car parking alterations and provision of cycle parking.	Approved 30/11/2015



060671/FO/SOUTH2/00	Conversion of first floor meeting rooms into 6 Travel Inn hotel bedrooms with associated elevational alterations.	Approved 28/12/2000
055042/FO/SOUTH3/98	Erection of a port cochere to front entrance, walk-in store rooms and bin storage compound to rear.	Approved 13/10/1998
046061/FO/SOUTH3/94	Two storey extension to existing hotel to provide 20 additional bedrooms, and 20 new parking spaces.	Approved 27/10/1994
043307/FO/SOUTH3/93	Single storey extension to hotel.	Approved 01/07/1993
47450	Demolition of store & bungalow & erection of two storey extension to form 42-bedroom Travel Inn with additional car parking.	Approved 19/06/1990

Proposed Development

Whitbread has identified a clear demand for additional budget hotel accommodation in this location, owing to its proximity to key transport infrastructure and nearby employment hubs. In response, this application seeks full planning permission for the following:

‘Demolition of an existing hotel restaurant including 6 hotel letting rooms, a two-storey extension to the existing hotel to provide additional bedrooms, loss of 1 bedroom within the existing hotel building to convert 2 bedrooms into UA bedrooms, together with alterations to the car park and other associated works.’

The proposed extension will deliver 37 additional bedrooms across two floors. In parallel, internal reconfiguration works within the existing hotel will result in the conversion of two standard bedrooms into universally accessible (UA) accommodation, leading to the loss of one existing room. The net increase in bedroom provision across the site will therefore be 36, raising the total number of rooms from 87 to 123.

Although the existing restaurant will be demolished, the extended hotel will incorporate a new integrated restaurant facility. This ensures continuity of food provision for hotel guests and maintains the operational functionality of the site. The new restaurant will be located within the footprint of the proposed extension, streamlining the building layout and improving internal connectivity.

To accommodate the enlarged building footprint, modifications to the existing car park are proposed. The total number of parking spaces will be reduced from 153 to 126, representing a net loss of 27 spaces. This reduction is necessary to facilitate the extension on a currently underutilised portion of the site, which is partially used for surface parking. The revised layout has been designed to maintain safe vehicle circulation and adequate provision for guests and staff.



The proposed development has been carefully designed to meet Premier Inn's operational requirements while responding to site constraints and planning considerations. It represents a sustainable intensification of an existing hospitality use, supporting local economic activity and enhancing accommodation capacity in a well-connected location.

Relevant Planning Policy

At the time of writing, the Development Plan for the site comprises the Manchester Core Strategy, which was adopted in July 2012, covering the plan period between 2012 and 2027. This document was later updated in March 2024 after the Places for Everyone Joint Development Plan was adopted; this plan was prepared for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan.

The council's Interactive Proposals Map shows Core Strategy and Unitary Development Plan policies, including policies from the Greater Manchester Waste Plan and allocations from the Places for Everyone plan. It is important to note that Manchester City Council is the relevant Local Planning Authority. The council has also adopted several Supplementary Planning Documents.

Manchester Core Strategy

The Core Strategy stands as the cornerstone of Manchester's Local Development Framework, outlining a comprehensive planning framework for the city over a 15-year period from 2012 to 2027. This pivotal document offers an in-depth analysis of Manchester's current status, including demographic, economic, and environmental aspects, while presenting a clearly articulated vision for the city's future in 2027.

Supported by a robust set of meticulously designed planning policies, the Core Strategy is instrumental in guiding the city's growth and development across a wide range of areas, including housing, transportation, economic development, environmental sustainability, and social infrastructure. By adhering to these principles and guidelines, Manchester City Council aims to ensure the city's development is both strategic and sustainable, fostering a vibrant, inclusive, and thriving urban environment for current and future generations.

Relevant policies from the Core Strategy include the following:

- **Policy SPI** - Spatial Principles
- **Policy CC4** - Visitors - Tourism, Culture and Leisure
- **Policy CC5** - Transport
- **Policy CC9** - Design and Heritage
- **Policy C9** - Out-of-centre development
- **Policy T1** - Sustainable Transport
- **Policy T2** - Accessible areas of opportunity and need
- **Policy EN15** - Biodiversity and Geological Conservation
- **Policy DMI** - Development Management



All developments are required to comply with specific parking standards which are contained within Appendix B of the Core Strategy. The minimum standards apply to disabled parking, cycle parking, and motorcycle parking, ensuring adequate facilities for all users. Parking is subject to maximum standards, which may be reduced based on the site's accessibility. For the rest of the city, the parking standards are categorised into two distinct areas: District Centres and areas outside the City Centre or District Centres.

Places for Everyone Joint Development Plan Document

In January 2019, Greater Manchester outlined its "Future of GM" plans to inspire confidence and hope among its people, communities, and businesses. These plans aim to create a globally competitive, inclusive, and thriving future by focusing on the Greater Manchester Strategy.

Key areas include early life support, opportunities for young people, valuable and zero-carbon jobs, safe and diverse housing, cultural and leisure activities, environmental sustainability, health and wellbeing, aging well, and improved connectivity through an integrated system.

Future plans focus on sustainable urban and brownfield land use, housing affordability, alignment with broader strategies for transport and infrastructure investment, leveraging existing evidence to minimise costs, and sharing expenses for independent examinations.

Relevant policies from the Joint Development Plan include the following:

- **Policy JP-SI** - Sustainable Development
- **Policy JP-G8** - A Net Enhancement of Biodiversity and Geodiversity
- **Policy JP-CI** - An Integrated Network

Other Material Considerations

National Planning Policy Framework

The National Planning Policy Framework is the overarching guidance document that helps local planning authorities in England make decisions. The purpose of the planning system is to contribute to achieving sustainable development. The Framework carries a presumption in favour of sustainable development, which is defined as having a social, economic and environmental role.

The guidance was first introduced into the planning system in March 2012. However, since the publication was made, there have been several revisions, the most recent update being in December 2024. It is important to note that the NPPF is a material planning consideration that must be considered when determining planning proposals.

Chapter 6 relates to building strong, competitive economies to maintain and enhance the growth of local areas and businesses. Paragraph 85 emphasises the importance of prioritising supporting local businesses' economic development and productivity and the wider community. Additionally, paragraph 87 addresses the importance of meeting the locational requirements of different sectors.



Chapter 9 refers to the transport aspect of development proposals and what factors should be considered as part of the decision-making process. Paragraph 116 states that development should only be prevented on highway grounds where there would be an unacceptable impact on highway safety as a direct result of development.

Chapter 11 discusses the importance of making effective use of land. Paragraph 124 outlines the importance of promoting effective use of land in helping to meet the need for homes and other uses whilst also safeguarding and improving the natural environment.

Chapter 12 relates to achieving well-designed, sustainable, beautiful, safe, attractive, and healthy places for everyone. Paragraph 131 outlines the importance of creating such places and how it can create better places for people to live and work. Paragraph 135 ensures development would function well and add to the overall quality of an area; would be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history; establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Chapter 15 relates to conserving the existing natural environment and seeking opportunities to enhance it where possible. Paragraph 187 states that minimising the impacts on biodiversity and preventing new factors contributing to creating unacceptable risks should be factorised into the decision-making process.

Assessment

Principle of Development

Premier Inn has identified a sustained and demonstrable demand for additional budget hotel accommodation in this location. The proposed development seeks to respond to this demand through the delivery of additional bedrooms that align with both customer expectations and operational requirements. By optimising the use of the site to increase bedroom capacity, the scheme supports Premier Inn's business model while contributing positively to the local economy. The proposal is expected to generate both economic and social benefits, including increased visitor spend and employment opportunities.

A review of the site's planning history confirms that the principle of hotel expansion has been well established through previous consents. Notably, planning permission ref. 110095/FO/2015/S2, granted in November 2014, approved a two-storey extension to provide 20 additional bedrooms. Similarly, planning permission ref. 046061/FO/SOUTH3/94, approved in October 1994, permitted a two-storey extension comprising 20 bedrooms and 20 additional car parking spaces. These precedents reinforce the acceptability of further development at this location.



While the current proposal includes a physical extension to the existing hotel, it also seeks to increase bedroom provision through internal reconfiguration and conversion. Specifically, two existing rooms will be adapted to provide universally accessible accommodation, resulting in the net gain of 36 bedrooms across the site. Given the established planning history and the Council's previous acceptance of similar proposals, it is reasonable to conclude that the current scheme represents a policy-compliant and logical evolution of the site's existing hotel use.

The loss of the existing restaurant use is considered to be robustly justified. The restaurant has remained vacant since July 2024, following a strategic decision by the applicant to cease operations due to long-term commercial unviability. Over the past decade, the food and beverage operation has functioned primarily as a restaurant, with food sales accounting for approximately 61% of total revenue. The remaining 39%, largely attributable to beverages consumed alongside meals, indicates minimal income from standalone drink sales. The replacement of a non-operational restaurant with additional hotel accommodation is therefore considered a direct and beneficial outcome of the proposed development.

Policy CC4 of the Manchester Core Strategy supports tourism-related development that enhances the appearance, use, and accessibility of visitor attractions and associated facilities. Whitbread has identified a clear and ongoing demand for hotel accommodation in this location. Although the site lies outside the designated city centre, it constitutes an established hotel use, and the proposed expansion directly supports the delivery of additional visitor accommodation. The proposal is therefore considered to be fully compliant with the objectives of Policy CC4.

The proposed development includes internal reconfiguration to accommodate the increased bedroom provision while retaining a food offering for hotel guests. A new integrated restaurant facility will be incorporated within the extended hotel building, ensuring continuity of service. Detailed floor plans illustrating the proposed layout and operational arrangements are submitted as part of this application.

Car Parking and Highway Considerations

With over 800 hotels in the UK, Whitbread is well-versed in providing appropriate levels of on-site car parking without over or under-provision. Sites are regularly surveyed to assess the adequacy of provision since it is in the interests of the business to ensure its customers can park on-site quickly and safely.

The existing site comprises a Premier Inn hotel and the adjoining Heald Green Beefeater restaurant, collectively offering 153 on-site parking spaces, inclusive of 6 designated disabled bays. The proposed development involves the demolition of the restaurant and the extension of the hotel, resulting in a net reduction of 27 parking spaces. Post-development, the site will accommodate 126 parking spaces.

Following completion, the extended hotel will comprise 123 bedrooms. In accordance with Appendix B of the Manchester Core Strategy (Table 15.1), the adopted parking standard for Class C1 uses is 1 space per bedroom, inclusive of staff provision, irrespective of location within or outside designated



district centres. The proposed provision of 126 spaces therefore exceeds the minimum requirement and is deemed policy compliant.

A Transport Statement prepared by RGP in February 2025 evaluates the development's impact on local transport infrastructure. The assessment indicates that the existing site could generate approximately 26 two-way movements during the AM peak, 41 during the PM peak, and 441 across a typical day. Post-development, trip generation is forecast to reduce to 28 two-way movements during the AM peak, 24 during the PM peak, and 253 daily movements. This reduction reflects the removal of the restaurant use and the operational characteristics of the extended hotel. The report concludes that the proposed provision of 126 spaces is sufficient to accommodate anticipated demand, with no adverse impact on the surrounding highway network.

A Travel Plan has also been prepared by RGP to support the application. The Plan outlines a suite of measures to encourage modal shift and reduce reliance on private car use among staff and guests. These include the promotion of public transport options, provision of cycle parking and associated facilities, and staff travel incentives. Whitbread is committed to implementing these measures to support sustainable travel behaviour and reduce transport-related environmental impacts.

The proposed parking provision is fully compliant with Paragraphs 115 and 135 of the NPPF, Policy CC5 of the Manchester Core Strategy, and Appendix B: Parking Standards. Given the alignment with adopted policy, the reduction in trip generation, and the implementation of a robust Travel Plan, the proposal should be supported by the Local Highway Authority.

Design Considerations

The extension and conversion would be minor in scale and nature and will be constructed and finished with materials to match the existing structure. In the restaurants buildings converted form and the existing hotels extended form, both buildings would assimilate the design of the existing built form on site, respecting the site's character. The proposed windows, door, and brickwork will be of high quality and sympathetic to the area's character.

The proposed development is sustainable, contributing to the borough's economy through economic generation, creating and supporting employment opportunities, and providing accommodation for tourism/ business users. The proposals are sustainable development and should be supported in line with the commitment to support sustainable development in the NPPF, which is echoed in the Local Plan.

The granting of planning permission for the original hotel and subsequent extensions has previously established the principle of hotel development on this site, ensuring an appropriate standard of amenity for guests.

The design is of a high standard, will not have a detrimental visual impact on the area, and will make good use of land. This would be considered acceptable and in accordance with Policy CC9 of the



Manchester Core Strategy, Policy JP-S1 of the Joint Development Plan and the relevant paragraphs contained within the NPPF.

Ecological Considerations

As part of the proposed development, a suite of ecological assessments have been undertaken to inform the planning process and ensure compliance with relevant legislation. These include a Preliminary Ecological Appraisal and Roost Assessment, completed by Arbtech in February 2025, alongside a Bat Emergence and Re-Entry Survey conducted in May 2024. The purpose of these surveys was to identify any potential ecological constraints and determine the presence and location of bat species within the site.

The findings confirm that no bats were recorded during the surveys, and as such, a Bat Mitigation Licence is not required. Nonetheless, the assessments provide a series of precautionary recommendations relating to vegetation clearance, hedgehog protection, and bat-sensitive working methods. Measures concerning hedgehogs and bats are conditional and will be implemented only if these species are encountered during construction. Further detail on these recommendations is provided within the PEA.

This approach ensures that the development proceeds in accordance with best practice guidance and relevant ecological legislation, while safeguarding protected species and habitats where applicable.

Biodiversity Net Gain

The mandatory biodiversity net gain requirements have established that at least a 10% net gain is required on this site. The proposed development satisfies these requirements through providing a 10.24% net gain in habitat units on site as well as 37.25% net gain in hedgerow units. However, there is a 0% net gain in watercourse value, with no scope for enhancement. A Biodiversity Net Gain Metric Tool has also been submitted which sets out the calculations for which have been used.

Drainage

A Drainage Statement had been prepared by Booth King in April 2025 which assists in establishing the principles of the required drainage scheme to reflect the requirements of the proposed conversion of the building.

As part of the extension scheme, a new gravity system local to the new extension, is proposed to allow connection into the closest existing foul line/ manhole. As a result, flows for the additional hotel rooms will increase site peak foul discharge from 1.85 l/s to 1.93 l/s total.

A new surface water drainage system is proposed to serve the extension to the existing hotel, incorporating attenuation and controlled discharge measures. The design includes permeable paving and swales across new roadways and car parking areas, providing a SuDS treatment stage prior to attenuation. The existing hotel and car park drainage network will remain largely unchanged, as it operates independently from the former restaurant system.



The new drainage network will capture runoff from the entire new roof, road, and car park areas, with a conservatively estimated contributing area of 1,600m². Based on the Wallingford Procedure, the existing discharge rate for a 1-year, 60-minute storm event (M1-60) has been calculated at 7.3 l/s.

This will be achieved using underground cellular storage provided by Polystorm PSM1 crates (or equal approved), installed to meet the minimum cover depth of 0.6m. The proposed configuration, 36m x 4.0m x 0.8m deep, will deliver a total storage volume of 109 m³. Technical specifications confirm the crates are suitable for use beneath trafficked areas.

Energy

This application is supported by an Energy Strategy which has been prepared by Thornley and Lumb in February 2025. The Strategy identifies that the hotel's carbon emissions will be reduced to 17.1 CO₂ TPA which is a reduction of 3.51% below the BER Part L 2021 baseline. This will be achieved through the use of air source heat pumps, low external envelope U-values, mechanical ventilation with passive heat recovery and low energy LED lighting. The extension will comprise a sustainable low energy building.

Conclusion

Walsingham Planning Ltd, on behalf of Whitbread PLC, has prepared this application to accompany a full planning permission request. The proposal seeks demolition of the existing hotel restaurant and extension of the existing hotel to provide additional bedrooms at the Premier Inn Manchester Airport (Heald Green) Hotel and the Heald Green Beefeater, Finney Lane, Wythenshawe, Stockport, Manchester.

Based on the assessments outlined, the proposal represents a logical and sustainable development, offering significant planning benefits to the site and the wider area. The development is acceptable in terms of its purpose, scale, location, high quality, and capacity to meet the demand for additional accommodation on the site.

It is asserted that the proposal aligns with the relevant policies and principles, strongly supporting the approval of planning permission without delay.

I trust this letter will be taken into account by the Local Planning Authority during their assessment and determination of this planning application. I sincerely hope the Local Planning Authority agrees that there is a strong case for granting planning permission and supports this application accordingly.

Please do not hesitate to contact me if you have any queries or require further information to support your assessment of this application.



Yours faithfully,



**Muzammal Mahmood MCD MRTPI
Planner**

