

Application Number	Date of Appln	Committee Date	Ward
127538/FO/2020	12th Aug 2020	19th Nov 2020	Piccadilly Ward
127539/LO/2020			

Proposal 127538 -Erection of 11 storey building on site of 67 Piccadilly, as a Hotel (Use Class C1) with associated ground floor retail and leisure uses (Use Class A3 (Restaurant and Café), A4 (Drinking Establishment)and D2 (hotel leisure gym/ fitness area); provision of flexible amenity space at roof level; installation of external plant at roof level; provision of new public realm and associated works following demolition of 67 Piccadilly/4 - 6 Newton Street ('67 Piccadilly')including internal and external alterations to 69-75 Piccadilly (Halls Building) (comprising refurbishment and infilling of an existing rear void of to provide a 9-storey infill) relating to the reuse, refurbishment of the building for use along with the new 11 storey building.

127539- Listed Building Consent for internal and external alterations to 69-75 Piccadilly (Halls Building) (including refurbishment and infilling of an existing rear void of to provide a 9-storey infill and formation of connections) relating to the reuse, refurbishment and extension of the building for use along with an adjacent new 11 storey building as a Hotel (Use Class C1) on site of 67 Piccadilly (application ref no 127538)

Location 67-75 Piccadilly And 4-6 Newton Street , Manchester, M1 2BS

Applicant Southern Green Properties Ltd, C/o Agent,

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

Executive Summary

67 Piccadilly would be demolished and replaced with an 11 storey building which would be linked to 69-75 Piccadilly (Grade II Listed), which would have a 9 storey infill extension on Back Piccadilly, to create a 151 room hotel with ground floor bar / restaurant and ancillary facilities and a basement gym. There have been no objections as a result of publicity and neighbour notifications.

Key Issues

Principle of the proposal and the schemes contribution to regeneration:

The development is in accordance with national and local planning policies, and the scheme would bring significant economic benefits in terms of investment, job creation and tourism. This is a highly sustainable location.

Economic Benefits: It is estimated that visitors staying in the hotel would support annual spend of almost £5.5m in the local economy This spend would be the equivalent of supporting an estimated 50 FTEs locally, generating annual GVA of £2.4m.

£27m of construction spend would deliver around 228 construction full time equivalent (FTE) jobs, and a further 500 indirect and induced FTEs, creating around £50m GVA. Once operational the hotel and ground floor uses would support 186 FTEs, generating an annual total GVA contribution of £6.1m. The development would contribute business rates worth £3.9m over the first ten years of operation.

Heritage: 67 Piccadilly is in a poor condition and requires internal and external scaffolding to prevent it being a public safety risk. It is not listed but is in a conservation area and has been considered as a non-designated heritage asset. It has been refurbished on a number of occasions and has been substantially altered such that there is little of the original layout or historic interior remaining.

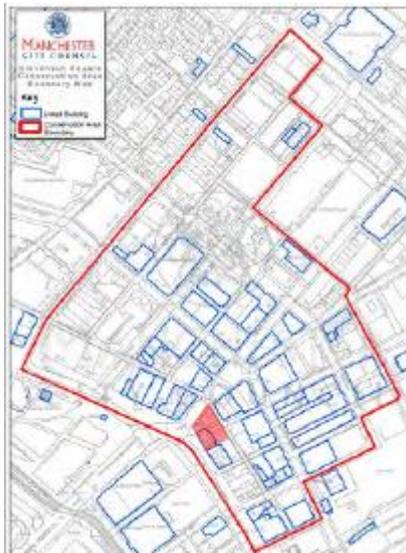
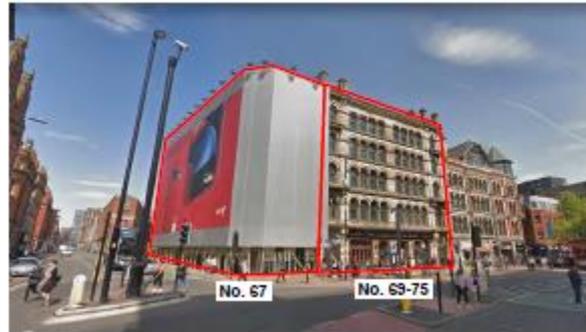
Neither Historic England nor the Victorian Society object to its demolition. The Victorian Society support the principle and design of the 11 storey building and the conversion of the listed buildings, they object to the impact of the infill to the rear of the listed building and its impact on the understanding of the historical footprint and functioning of the building and the architectural interest of its rear elevations. The infill is necessary to make the development viable and allow the refurbishment of the listed building. The infill would be set back from the main building line to reveal the original form and allow an understanding of the void which would be read as a clear intervention that is subordinate to the Listed building. The original façade would be revealed within the hotel rooms.

The proposal would bring significant public benefits, including investment in the City Centre, job creation, both during construction and upon completion, supporting tourism, optimising the use of a site currently occupied by vacant buildings and providing a high quality development building which would enhance the setting of the Conservation Area and adjacent Listed Buildings. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, there is a clear and convincing case that the harm caused is outweighed by the benefit of bringing the site back into use.

Design: Details of the design and images are presented in the report below.

Climate change: This would be a low carbon building in a highly sustainable location. Sustainability principles would inform the hotels operation and construction process which would prioritise local sourcing and use of materials, minimise and recycle waste and ensure efficiency of number of vehicle movements. A full report is attached below for Members consideration.

DESCRIPTION OF SITE



The 0.9 hectare site is bounded by Piccadilly, Newton Street, Back Piccadilly and 77-83 Piccadilly. It is on a gateway route from Piccadilly Station and a key pedestrian route close to Piccadilly Gardens. It is occupied by 69-75 Piccadilly (Halls Buildings) a 5 storey Grade II Listed building and 67 Piccadilly (Prince of Wales Building) also 5 storeys. Apart from the pub in the ground floor and basement of 69-75 Piccadilly both buildings have been vacant for some time. 67 Piccadilly has had significant structural interventions and has been supported by external and internal scaffolding since 2002 due to concerns of its structural integrity. Semi-permanent advertising hoardings have entirely concealed 67 Piccadilly for around 13 years. 77-83 Piccadilly is also Grade II Listed. The site is in the Stevenson Square Conservation Area.

The scaffolding and advertising hoarding and the lack of visible activity at the site has a detrimental impact on the quality of the townscape and character of the Stevenson Square Conservation Area and the setting of adjacent listed buildings. This part of the Conservation Area has a poor quality environment with a feeling of dilapidation and decline and the site is in need of significant investment.

The site overlooks Piccadilly Gardens and there is a high level of passing footfall on Piccadilly with about 3500 people cross Newton Street every hour. There are a variety of uses in the surrounding area including: an established residential population (Kingsley House, 15 Newton Street, 77-83 Piccadilly and 56 Dale Street) offices, hotels and serviced apartments, retail units and bars and restaurants.

A number of nearby buildings have been improved and converted including 21 Piccadilly (Travelodge Hotel), Gateway House (serviced apartments), Easy Hotel at 35 Newton Street and The Cow Hollow Hotel at 57 Newton Street. A derelict site on Aytoun Street has been redeveloped as a Holiday Inn. Other Major development schemes have been delivered close to the site at Piccadilly Plaza and Piccadilly Triangle and Kampus.

69-75 Piccadilly is a symmetrical five-storey stone building in Victorian Gothic style, with grouped windows in the centre bays. It was completed in c1871 as 'Halls Buildings', combining warehousing, offices and shops. It originally comprised two buildings, each with its own entrance. It was modernised and altered in 1949 but occupation of the upper floors appears waned throughout the 1950s and 1960s and appears to have remained largely vacant since the 1970s.



69 -75 Piccadilly (Piccadilly)



WAREHOUSE FACADE TO BACK PICCADILLY

FLOOR CONDITION OF LIGHTWELL

69-75 Piccadilly (Back Piccadilly)

Key remaining features include the following of high significance:

- High-quality external elevations, primarily on the principal front façade to Piccadilly – which was designed in buff stone ashlar with ornately decorated corbels, pediments, polished marble and stone columns and sill courses/overhanging eaves.
- Largely complete survival of its original planform.
- The two principal staircase halls to No. 69 and No. 75, which originally gave access to the upper office floor suites. The staircase halls are of particularly high quality and level of completeness, including original decorative wall tiles, wrought iron stair balustrades depicting foliage, the original fourth floor cast iron spiral staircase, and plaster corning.



Other areas of high interest include:

- Most of the original panelled doors with their original glass room numbers and some surviving ironmongery/letterboxes, and the three surviving original cast iron fireplaces (now removed and stored on site);
- Original staircase tiles to all floors;
- Original central lightwell with timber windows, original borrowed lights to all rooms surrounding lightwell and inspection benches;
- Original plaster and cornice features;
- Original sash windows.
- Original fitted benches/counters/drawers.



Internal images of 69-75 Piccadilly (current condition)

67 Piccadilly was built as Hotel in 1841 before being converted into a warehouse. It has undergone several refurbishments which have included internal reconfiguration and refurbishments both internal and external over the last 100 years. This was firstly due to its conversion into a Warehouse building around 1846 and then further refurbishments which took place in the 1910s and again in the mid-to-late 20th century. Consequently, it now retains little of its historic interiors. The building retains some original sash windows and decorative plaster. The original roof was altered following war time bomb damage when the overhanging eaves and most original chimney stacks were removed. The building has been unused and semi-derelict for

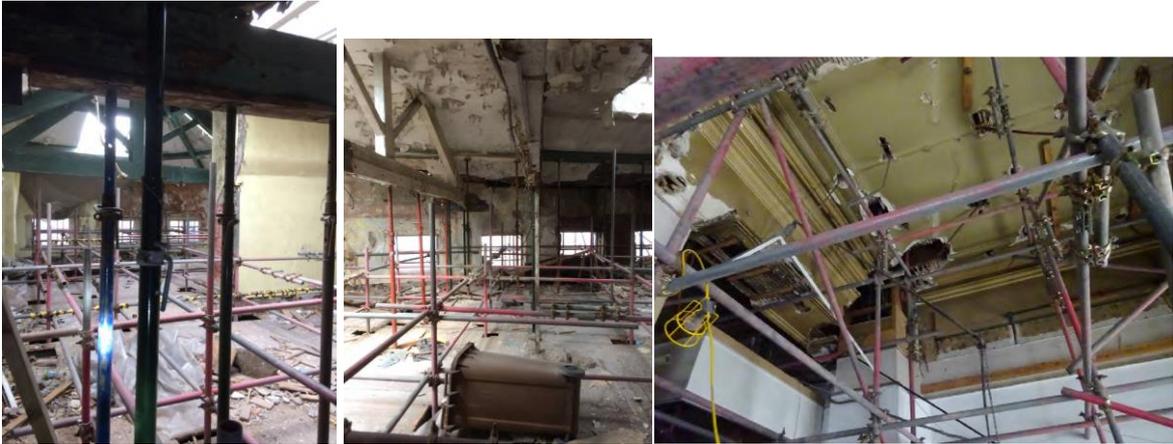
over 15 years and has been concealed beneath scaffolding for approximately 13 years. The main structural roof timbers and floors are damp with dry rot. Acrow type props support timber beams and joists and lateral ties have been installed to the staircase and eaves. The structures above the roof line, such as chimneys and lift shaft show signs of mortar weathering. The steel work of the lift shaft is corroded and is stabilised by a temporary strapping system. Timber windows are decaying, and internal plaster finishes are suffering from damp and condensation. Access into the building is restricted to essential personnel only and is considered unsuitable for occupation.



67 Piccadilly circa 1973



2006 Prior to erection of Scaffolding



Current internal condition

Despite its current condition the building has been considered as a non- designated heritage asset because of its age and local historic and architectural interest. However, it is considered that it would be unlikely to meet the criteria for local listing and it is noted the 3 applications to have the building spot listed (1990, 2000 and 2007) have all failed.

The Stevenson Square Conservation Area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. There is a notable transition in scale of buildings from the north and north east of the Northern Quarter between different character areas including those within the adjacent Smithfield Conservation Area out towards Piccadilly Gardens and the commercial core. An exception to this occurs in the Newton Street area, and in Stevenson Square, where there is a change in spatial quality as the streets open up. These areas contain moderately tall buildings that create a varied form as a back-drop to these open spaces.

The Stevenson Square Conservation Area also contains some larger more modern buildings including Chatsworth House (8 storeys) and Griffin House on Lever Street which predate the designation of the Conservation Area. Elsewhere building heights vary from 3 to 7 storeys but tend to have greater floor to ceiling heights than modern buildings. To the south, building age and style is more varied with Piccadilly Gardens dominated by the 1960's City Tower Complex (30 storeys), the 6 storey One Piccadilly Gardens completed in 2003, 7 storey 1 Portland Street and the 9 storey Westminster House on Aytoun Street. The buildings to the rear of the site along Back Piccadilly are typically 5 or 6 storeys.

The following listed buildings are part of the setting of the site: 8-12 and 14-16 Newton Street, St Margaret's Chambers, Clayton House (59-61 Piccadilly), Gardens Hotel (49 Piccadilly), Kingsley House (Newton Street), 56 Dale Street and the Portland Thistle Hotel (Portland Street). All of these are Grade II Listed.

The site is close to Piccadilly Railway Station, Metro link, Metroshuttle services and a wide range of bus services. It falls within Flood Risk Zone 1 and is at low risk and is within a critical drainage area.

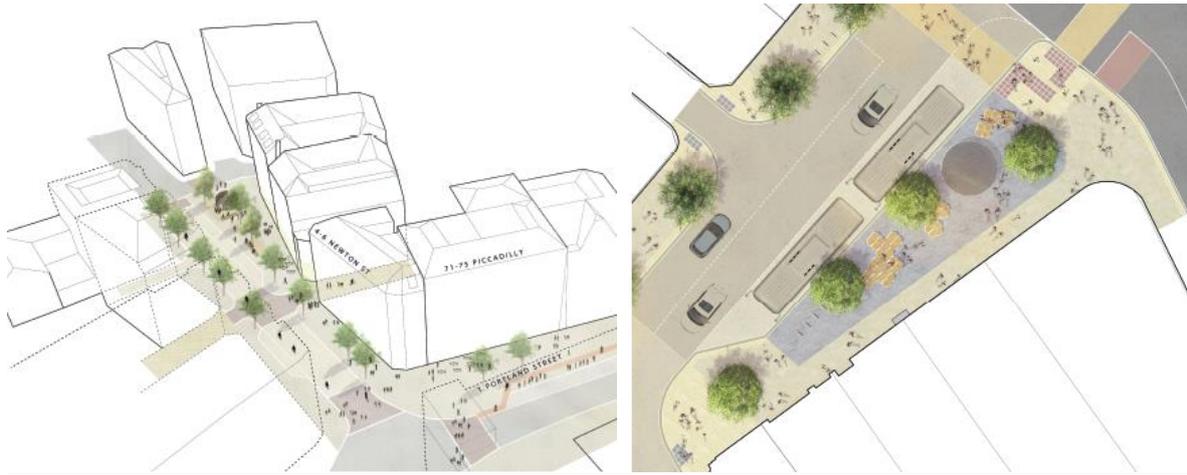
The principle of demolishing 67 Piccadilly was established through approvals in 2001 (061157/FO/CITY2/01) and most recently through consent for an 8-storey building to form 42 residential units and 2 no. commercial units (ref no 080437/CC/2006/C2) which expired in 2007.

Description of the Proposals.

The applications propose the demolition of 67 Piccadilly and the erection of an 11 storey building (38.4m above ground level). It would be linked to 69-75 Piccadilly which would be extended through a linked 9 storey infill facing the Back Piccadilly elevation. The resulting linked blocks would be used as a 151 room Hotel (Use Class C1) with ground floor retail and leisure uses (A3 Café / Restaurant) and A4 (Drinking Establishment) and ancillary facilities and a Gym (D2 use) within the basement. 97 rooms would be in the new build element and 54 in the listed building with 7 room types including fully accessible rooms and interconnected rooms.

The listed building consent application seeks consent for the creation of the 9 storey infill and internal and external alterations to 69-75 Piccadilly relating to the linked reuse and refurbishment of the building.

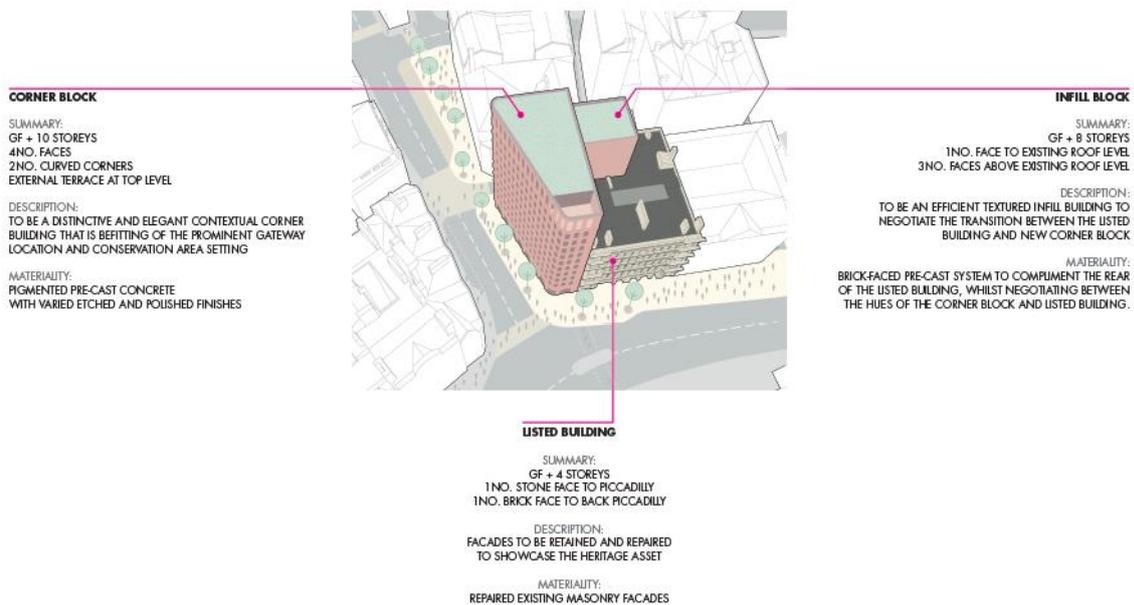




The application includes proposals for a phased upgrade of the public realm on Newton Street between Piccadilly and the Easy Hotel at 35 Newton Street.

The Hotel would operate as a 4* Pestana Hotel. Pestana have hotels in a number of major cities across the world including Lisbon, Berlin, London, Barcelona, New York and Caracas.

The total floorspace would be 6,395 sqm (re-use is 2,923sqm and new build is 4,158sqm). A variety of room types would reflect the unique character of rooms within the Halls Building.



The ground floor would contain the reception and active uses including a lounge, café and bar facility. The pub on the ground floor of the Hall's Building would be stripped back to the shell of any original fabric and details of the final fit out would be agreed through an application for listed building consent. The fitness studio, gym and plant rooms would be in the basement of the Hall's Building and a roof top terrace

space that can support events and function would be created at level 11 of the new build element along with external plant on the roof of level 10 on the rear infill. Plant would also be located in the sub-basement to the Halls Building. With the exception of the guest fitness studio, the basement would primarily be for back-of-house, including a 16 space cycle store. Entrances to the bar would be on Newton Street and Piccadilly to maximise street level activity. Taxi drop-off / pick-up would be located adjacent to the Newton Street entrance. The service entrance would be on Back Piccadilly.

Accessible provision includes level thresholds to entrances, rooms located immediately adjacent to the accessible circulation core, which also accommodates an emergency refuge location; adjoining room with inter-connecting doors to allow for group accommodation with a wheelchair user; compliance with clear opening requirements at all entrances; provision of anti-slip floor finishes, open-plan hotel ground floor lobby and lounge supporting clear way-finding to the primary circulation lobby; circulation lobby located on the spine of the scheme, to support inclusive access to all parts of the building, accommodating fully compliant stair core and lifts. Parking for disabled people would be available in nearby multi-storey car parks. There are 22 bays within 500m of the site (City Park, Tariff Street (14) 500m, NCP Piccadilly Gardens (6) 200m and NCP Piccadilly Plaza (2) 350m). In addition, the applicant has provided a commitment that they would ensure that the parking needs of all disabled guests are met at a reasonable cost, and this is included in the recommended conditions.

The new building at 67 Piccadilly would have a tri-partite sub-division with a clearly expressed top, middle and bottom, reflecting the style of many City Centre buildings. The main 'body' would comprise a grid of vaulted arched window modules to create depth and a distinctive form. The 'top' would be an elongated version of the same vaulted arched module to create a loggia with a mix of metal balustrading and glazed infills. The ground floor would have larger openings to reflect the more public uses and thicker pilasters would establish a solid connection to the ground.

The façade would feature large windows set within the arches with a mix of red /brown pre-cast acid etched pigmented concrete at the middle and top and purple / brown polished pre-cast pigmented concrete at the bottom.

The facade of the infill would be red brick with large orthogonal windows articulated through a simple pressing of the surround to create depth. The 'top' of the infill would provide a continuation of the window module with a hit and miss brickwork screen creating natural ventilation to the plant layout behind.

The conversion of the listed building involves retaining, refurbishing and reinstating features of architectural and historic interest as far as is feasible and practical and where the building condition allows. This would include

- Maximising retention of the overall internal building layout;
- Retaining the primary façades;
- Utilising the 'office' and 'warehouse' spaces to provide bespoke room types;
- Retaining lath and plaster ceilings, where still intact;
- Retaining original cornice to the landings and restoring / redecorating;
- Revealing existing masonry walls, where treatment is not required;

- Retaining and refurbishing existing windows;
- Retain doors, sealed shut where not aligned with proposed layouts;
- Re-use historic doors within hotel rooms to preserve character;
- Retain examples of original workbenches to lightwell;
- Refurbish architraves and skirting, where possible;
- Refurbish balustrade to original wrought iron design;

The principle works to the listed building to facilitate its conversion to a hotel would include the following:

- Retaining the lightwell void and installing a new glazed lantern to enclose the space. Remove all sides of original timber lightwell windows and replace with a new timber window system using the same design;
- Remove the brick and glass block side elevation to all floor levels, and replace with matching timber windows, restoring the lightwell back to its original appearance;
- Remove all original borrowed lights to all rooms surrounding lightwell, to maximise hotel bedroom floors;
- Remove all modern interventions and additions beneath the public house and create a tenant ready shell;
- Remove non-original vestibule walls and doors installed in 1949 refurbishment;
- Create raised floors across each hotel floor level for services and extension into each landing area to both staircases. The new raised floor level will stop short of the original balustrade (which will still be seen from within the stairwell), and result in the addition of a new riser to each landing level;
- Utilise the northern corner room on all floor levels of No. 67 as access to the proposed hotel lifts (located in the new build). This would include inserting new openings in the chimney breast and wall to access the rear of the hotel lifts, and remove the original widows to each floor level and extend the room into the new build element;
- Install new lowered ceiling level, incorporating services etc to each floor level within the current corridor which links No. 67 and No. 69;
- Construct new walls to the corridor face of each of the existing corridors in order to form improved fire/acoustic insulation (former offices). Within the character "Office" bedrooms (south-west half of building) which would result in this stretch of cornice having to be removed and re-formed on the new wall. The original expression of openings/joinery would be expressed on the inside face of each hotel bedroom;
- Both original wrought iron and cast iron decorative staircases to Nos. 69 and 75 would be retained and redecorated. All areas of missing original decorative

iron components would be recast and replaced. The partially open voids to the bottom of the balustrade would be filled with simple metal components, whilst the existing handrail would be restored. Due to the low height and unsecure structural stability of the balustrading, a secondary system of support, which would also address the low height of the balustrade, will be fitted to the stairwell face of the staircases.

- All areas of original decorative glazed dado tiles to both staircases and landings would be retained and cleaned, with large areas of overpainting to tiles being cleaned. Missing tiles will be salvaged from elsewhere and/or made like-for-like;
- Install single-pane secondary glazing within the reveals to the Piccadilly elevation;
- Restore original timber panelled walls and ceiling;
- Utilise the northern corner room on all floor levels of No. 67 as access to the proposed hotel lifts (located in the new build). This would include inserting new openings in the chimney breast and wall to access the rear of the hotel lifts and removing the original windows to each floor level and extend the room into the new build element;
- Infilling of north corner to the rear of Hall's Building with a new build extension to each floorplate, located above the projecting first floor wing (which will be retained) to create 2 additional rooms (floors 1 to 9). The new build extension will be brick with decorative detailing. Elevation would retain one out of two original sash windows to the 2nd, 3rd, and 4th floor levels, to be expressed within en-suite bathrooms;
- Construct new en-suites to bedrooms, allowing for the new walls to be carefully scribed around original cornicing. The formed ceiling cavity to the en-suites will be utilised for M&E etc to avoid this being seen in the landing areas. Reuse original panelled/glazed doors to new en-suites;
- Divide the original warehouse spaces to the rear into bedrooms using stud partitions.
- Remove all areas of later plaster and paintwork in order to expose the original and intended exposed brickwork.

New services and vertical circulation are proposed within the new building and infill which would be linked via the existing party walls to the listed building. This would minimise interventions to the historic fabric.

The landscaping would be phased over three stages. Phase 1 would comprise works immediately associated with the building including the widening of the existing junction crossing and introduction of the new loading bay area. 5 street trees are proposed. The wider footpath would create space for spill out from the building.

Other components to be delivered in later phases (2&3) would include the creation of a pocket square further north of Newton Street; and the introduction of a further 9 street trees along Newton Street and Piccadilly (subject to the constraints of below ground services).

The proposal does not include parking and it is envisaged that visitors who arrive by car would use car parks nearby. A Framework Travel Plan has been prepared in support of the planning application.

Small deliveries and collections could take place at the hotel entrance from the proposed drop-off layby on Newton Street. The large entrance off Back Piccadilly would be used for larger deliveries and collections.

Refuse storage capacity has been based on MCC's GD04 Guidance and British Standards, and it has been calculated that the 151no. room hotel with amenity facilities would operate on a weekly collection of 3 to 5 times per week for the various refuse types: • Non recyclables • Dry mixed recyclables • Glass re-cycling • Organic re-cycling.

The development would be expected to achieve a BREEAM rating of at least 'very good'. A review of the material selection has considered embodied carbon. Materials would be selected which have a low environmental impact throughout their life cycle through an assessment of its life cycle and integrating this in the design decision-making process.

The applicants have noted the following within the documents submitted in support of the application:

- Pestana have an appreciation of the value of the refurbishment of the Grade II Listed Halls Building and commitment to delivering a high quality and viable hotel scheme;
- The redevelopment of the Site would represent an important step towards delivering the full regeneration potential and agglomeration impacts of the Northern Quarter and will make a positive contribution towards the growing demand of the City's hotel sector supporting the city's growth trajectory and leading tourist destination;
- New jobs (circa 159 new permanent jobs in a range of skills, together with temporary jobs during the construction period) would be created delivering significant returns for the local economy alongside training and apprenticeships. There would be opportunities for local people to access employment for example through the use of a Local Labour Agreement;
- A viability appraisal prepared in support of the application confirms the need to deliver a minimum of 151- rooms to ensure deliverability of the proposals. A number of refurbishment options have been appraised and the preferred scheme is both the most viable option and the least intrusive in terms of the historical and architectural significance of the Grade II Listed Halls Building. It is also critical to ensuring the long term reuse of the Halls Building;
- The proposals would deliver clear social and environmental benefits by re-activating an existing heritage asset through its continued use alongside newly created retail and leisure space;

- The vision for Newton Street & Piccadilly frontage is to transform this vehicular dominated space into a high quality streetscape focussed around pedestrians & cyclists. The use of a cohesive material and street furniture palette would unify the street and help reduce vehicle speed. The widened footpaths would allow generous space for spill-out, letting the buildings address the streets. The pocket break-out area encourages dwell space, accommodating a pavilion structure and bespoke seating elements under tree canopies
- The new public realm would draw people into the area to appreciate and understand the value of securing a viable use the retention and maintenance of the heritage asset;
- Enhanced permeability and legibility would be delivered around the Site which is pinch point for both pedestrians and motorist. It will encourage greater pedestrian flows via important north-south and east-west connections through this part of the City Centre;
- The proposals would have a high quality building design, which responds sensitively to the wider heritage context;
- The provision of active frontages would enhance and new pedestrian routes.

This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement; Public Realm and Landscape Strategy; Planning Statement (including Blue and Green Infrastructure Statement); Statement of Community Consultation; Viability Report; Heritage Statement; Condition Report; Structural Statement; Noise Survey and Acoustic Insulation Report; Wind Desktop Study; Sunlight and Daylight Assessment; Air Quality Assessment; Environmental Standards Statement Energy Statement / BREEAM / Sustainability Strategy; M&E Statement including Ventilation Statement; Phase I Ecological Survey and Bat Survey (and 2020 addendum; Phase 1 Geo-environmental Assessment; Archaeological Desktop Assessment ; Drainage Strategy prepared by Clancy; Transport Statement and Interim Travel Plan; Site Waste Management Strategy; Crime Impact Statement; TV Reception Survey; Demolition and Construction Management Plan; Local Labour Agreement ; and Operational Management Strategy.

Consultations

Publicity – The occupiers of adjacent premises have been notified about the applications and they have been advertised in the local press as a major development, affecting the setting of a listed building and the setting of a conservation area and as a public interest development (127538); and, as affecting a listed building (127539). Site notices have also been placed adjacent to the application sites. A further 10 day notification of neighbours (127539) took place when it emerged that some of the tables within the Sunlight, Daylight and Overshadowing Report were incorrectly formatted.

No representations have been received.

Manchester Conservation Area and Historic Buildings Panel –stated that the existing building had merit and was a fine corner stop to Piccadilly and despite its current condition made a positive contribution to the conservation area. It still retains

a good level of detailing and excellent curved corner on Newton Street. It should be integrated into the proposal. A façade retention would be preferable to its total loss. The proposal dominates the corner which does not need any additional height and didn't need to become a gateway / landmark. The proposal towers above the existing gable end looked particularly stark when viewed from the Station. The concrete façade is a poor quality material. The works to the listed building are destructive and particularly the works to the lightwell. The removal of the roof and build up at the rear was detrimental.

Historic England – Did not wish to offer any comments and suggest that the views of the City Council's specialist conservation advisers were sought as relevant.

Victorian Society – The Victorian Society have no objection in principle to the 11 storey hotel, the conversion of the Halls building, the detailed design of the new build or the detailed internal works to the listed building. They note that the new build has well-articulated facades of high-quality details and materials, and will make a positive contribution to an extremely prominent location. The conversion works seem well considered and preserve much of the interesting surviving interiors. Whilst they regret the loss of the original lightwell, they understand the difficulties that retaining and restoring it would present to the fire strategy and insulation and request that the new lightwell is built to match the old as exactly as possible, and recommend that the exact details of the joinery are made subject to condition.

They object to the new block at the rear of the Halls building, which would severely harm the significance of the building. They appreciate that there are good reasons, in terms of circulation and the distribution of services and that a choice has been made to compromise the rear of the listed building to reduce the height of the new build. They consider this to be wrong in terms of minimising harm to the significance of the designated heritage assets.

They think that the contribution made by the rear elevations to the building's significance is under-acknowledged. It is a building of two contrasting aspects: to Piccadilly it presents a polite, symmetrical façade, faced with stone and designed in what the list entry describes as an 'eclectic Venetian Gothic style'; to Back Piccadilly the construction is brick with extensive glazing supported by exposed cast-iron columns, arranged on an L-shaped footprint in order to provide a dual-aspect to at least part of the building, and hence to allow as much light as possible into the interior. This contrast reflects the original functional arrangement with formal office spaces to the front, and open-plan warehousing and light-industrial uses to the rear. Such an arrangement, and the resulting contrast in architectural expression, is a broadly recognised characteristic of Manchester Warehouses, and in general makes an important contribution to the significance of each example. In this particular case the functional demands of the working part of the building have resulted in a striking articulation of the massing to the rear, with what is in effect a large cut-out to the north-west corner. This cut-out adds considerably to the architectural interest of the building; it is perhaps more characterful than the façade to Piccadilly and makes a key contribution to the building's significance, not only because it is a clear expression of historic uses and constraints, but also because of its high aesthetic value. Accordingly, it also contributes to the character and significance of the Stevenson Square Conservation Area. They consider that the proposed infill block

would entirely flatten the Back Piccadilly façade of the building, destroying the existing articulation of masses and obscuring the functional interest of the existing plan. This will result in a high degree of harm to the significance of the listed building, and will also cause some harm to the Stevenson Square Conservation Area through the further erosion of its character.

In their opinion the adverse impact on the significance of the Halls building from the alterations to the massing at the rear is severe, and is not outweighed by the reduction in height of the new corner block that it enables and they therefore strongly object to these proposed alterations, and urge your authority to withhold consent, and to work with the architects to develop a solution that respects the existing profile of the rear of the listed building.

Head of Highways- Have no objections and are satisfied that the scheme, with minor highway modifications is unlikely to generate any significant network implications. Impacts from construction and servicing requirements can be suitably addressed in Construction and Servicing Management Plans.

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

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented as part of the scheme.

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints were identified by the developer's ecological consultant. The Report is inconclusive about the presence of Pipistrelle bats and they recommend a condition requiring further investigation **including** visual inspection via cherry picker/aerial methods. The Ecology Report discusses the status of both black redstart and peregrine as species of local and national importance and makes recommendations for the installation of features of value to peregrine and/or black redstart and they recommend that these along with other biodiversity features are required by a condition.

Flood Risk Management Team – Have recommend conditions to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives including details of blue /green roof system that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of achieving greenfield runoff rates, where feasible.

Environment Agency – No comments received.

United Utilities – No comments received

Greater Manchester Archaeological Unit – Accept the conclusions and recommendations of the desk based archaeological study (DBA) that the site is unlikely to retain any below ground archaeological interests or heritage assets of significance. The Prince of Wales Building is of some local historical significance, if only for being an example of the adaptation of a large, architecturally impressive building for a variety of purposes and recommend that prior to the commencement of any soft-strip or demolition 67 Piccadilly be subject to an English Heritage Level 3 building survey and that this work should be undertaken by a suitably qualified and experienced archaeological contractor

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

Counter Terrorism Unit – No comment received.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The hotel would help to improve the City's economic performance. It would provide jobs during construction along with permanent employment and facilities in the hotel, in a highly accessible location and would support the business and leisure functions of the city centre and the region.

S05. Transport - This seeks to improve physical connectivity through the development of sustainable transport networks to enhance the City's functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. The proposal is in a highly accessible location and would reduce the need to travel by private car and make the most effective use of public transport facilities.

S06. Environment - The proposal would help to protect and enhance the City's built environment and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change; improve air, water and land quality; improve recreational opportunities; so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic, a social and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposed development is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 confirms that planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place,

using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy EC1 - Land for Employment and Economic Development, Policy EC3 The Regional Centre Policy CC1 (Primary Economic Development Focus) Policy CC4 (Visitors, Tourism, Culture and Leisure) and CC8 (Change and Renewal) – The proposal would help to bring forward economic and commercial development within the Regional Centre. It would deliver a hotel within a part of the City Centre identified in Policy EC1 and CC1 as a focus for primary economic development. The proposal would support the City's economic performance and would help to reduce economic, environmental and social disparities and create an inclusive sustainable community. The site is well connected to transport infrastructure.

The City Centre is a key location for employment growth and the proposal would create jobs during the construction and operational phases which would assist in building a strong economy. The hotel would use the site efficiently, improve a vacant site and building, enhance the sense of place within the area, and respond to the needs of users and employees by providing access to a range of transport modes and reducing opportunities for crime.

The proposal could help to assist the delivery of the broader long term objectives for the area, including HS2. Piccadilly Station is a focal point for investment and the proposal would deliver a product that would complement other schemes in the development pipeline.

The development would be highly sustainable and deliver economic and commercial development in the Regional Centre. It would close to sustainable transport options and utilise the City's transport infrastructure. It would enhance the built environment, creating a well-designed place that would enhance and create character and reduce the need to travel

It would re-develop an underutilised site, part of which is in a poor condition and a blight on the streetscape and restore a vacant listed building. The development would create employment during construction and permanent employment in the hotel and ground floor bar on completion and assist in building a strong economy and assist economic growth. It would complement the established community in the area and guests use of local facilities and services would support the local economy.

The development would help to create a neighbourhood where people would choose to be by enhancing the built and natural environment and would enhance and create character. The hotel would support the business and leisure functions of the city centre improving the infrastructure. It would offer product which would improve the range of accommodation options and would be close to visitor attractions.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus of economic and commercial development, leisure and cultural activity and high quality city living. The proposal would re-use a site that has been vacant for many years and support the creation of a neighbourhood which would attract and retain a diverse labour market. The hotel would significantly increase activity and would support the business and leisure functions of the city centre and the region and promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and would give people choices about how they travel and would contribute to sustainability and health objectives. The area is close to Piccadilly Station with its connections to the airport and beyond and Metroshuttle routes and should maximise the use of sustainable transport. A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths for employment and business and leisure activities. The proposal would help to connect residents to jobs. The development would include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

CC7 (Mixed Use Development), and Policy CC10 (A Place of Everyone) – This would be an efficient, high-density development in a sustainable location. Manchester's economy continues to grow and investment is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. The hotel would complement the existing mix of uses and would support local businesses through supply chain arrangements and guests would use local restaurants and bars.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The design has been considered by a range of stakeholders including Historic England and Places Matter. It would maximise the use of the site. The new build elements would be a tall building within its context but would be of a high quality which would raise the standard of design in the area. It would be a high density development, maximising the use of the site and promoting regeneration and change. The new build elements would be a larger than the current built form but is required to deliver a viable development which would minimise the harm on the setting of adjacent heritage assets. It would complement the organic growth which has taken place in the Northern Quarter and

Piccadilly over the past 25 years and would not have a detrimental impact on the prevailing character of the Conservation Area or the setting of the adjacent listed buildings. The development would enhance quality introducing complementary activity that would add value. The form of development and its ground floor layout would improve legibility, visual cohesiveness, connectivity and integration. It would be appropriately located, contribute positively to place making and would bring significant regeneration benefits. The design would respond positively at street level. The positive aspects of the design of the proposals are discussed in more detail below.

The Heritage Assessment has identified key views and assesses its impact on these. The supporting documents also evaluates the buildings relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, have demonstrated that the development would have a beneficial impact on the surrounding area. Its present condition makes limited contribution to the townscape and has a negative impact on the setting of designated heritage assets. The proposal would not result in any significant harm to the setting of adjacent listed buildings or the Stevenson Square Conservation Area and the quality and design would sustain the adjacent heritage value of the heritage assets. This is discussed in more detail below.

In terms of the NPPF the following should also be noted:

Paragraph 191 states that 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 193 states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Section 195 states that where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities 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 all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Section 196 states that where a 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.

Section 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 200 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

The proposal would re-use a vacant listed building and re-develop a site whose condition has a negative impact on the setting of nearby heritage assets and introduce a good quality form of development that would make a positive contribution to the townscape and enhance the setting of adjacent heritage assets.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – It has been concluded that there is virtually no likelihood of any significant remains surviving below ground level and as such that the development would not have an impact on any potentially significant remains on the site. The recording of 67 Piccadilly would retain a record of this building prior to its demolition.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low

and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere.

The surface water drainage from the development would be managed to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre-development rates as a minimum.

The drainage network would be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change). The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to SuDS

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity has demonstrated that the proposal would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there is a need for further investigation as to the presence of Pipistrelle Bats and for the development to include measures to support Peregrine Falcons and Black Redstarts. These measures to improve biodiversity should be a condition. The Report concludes that, the proposals will have no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Manchester Green and Blue Infrastructure Strategy sets out objectives for environmental improvements in City in the context of objectives for growth and development. The contribution of the proposal is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details the measures that would be undertaken to minimise the production of waste both during construction and in operation. The

Strategy states that coordination through the onsite management team would ensure the various waste streams are appropriately managed.

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through street tree planting, ground floor activity and repaving.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal: -

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area;
- Infill developments should respect the existing scale, appearance and grain and make a positive contribution to the quality and character of the area;
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic

use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;

- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

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

Piccadilly Basin Masterplan and SRF – Piccadilly Basin represents a major strategic opportunity capable of delivering extensive and comprehensive redevelopment. Investment here will complement established regeneration initiatives elsewhere in the city centre, and in particular the north east at Ancoats and New Islington.

The proposed development lies adjacent to the SRF area and for the reasons set out below it is considered that the proposals would complement the aims, objectives and opportunities that the SRF seeks to secure.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – The local area around the proposed development is a key transport node and has a critical role to play in the city's economic regeneration. Significant investment is planned in the local area, centring around Piccadilly Station. In 2018 a Strategic Regeneration Framework (SRF) was produced which covers investment in the station and surrounding area. The SRF sets out ambitious plans for the transformation of Manchester Piccadilly train station and the surrounding area into "a major new district for Manchester with a world class transport hub at its heart". The Application Site lies is located within the north of the HS2 SRF area known as Piccadilly North. The SRF provides guidance for development proposals around

Manchester Piccadilly Station and seeks to maximise the “regenerative and growth potential” around a new multi-modal transport interchange. The purpose of the Masterplan is to set out a framework to ensure that the City is able to capitalise on the development opportunities presented by the arrival of HS2 and resulting expansion of Piccadilly Station which could transform the eastern fringes of the City Centre. Being in close proximity to the SRF Area the proposed development would support and compliment this next phase of growth in Manchester and enhance the City’s productivity. This would contribute positively to the delivery of strategic regeneration objectives and be complimentary to the aim of improving connectivity between the City Centre and communities to the east including between New Islington to the north of the site.

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

The site of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

The proposed development would be complementary to the realisation of the opportunities set out above strengthening physical and visual links between the City Centre and key regeneration areas beyond.

The Greater Manchester Strategy, Stronger Together, - This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal will deliver the comprehensive refurbishment and redevelopment of an underutilised site within the City Centre in order to bring a new hotel franchiser to the City. The proposal will therefore help to achieve a number of key growth priorities set out within the GM strategy including the reshaping of the economy to meet global demand, building Manchester’s global brand and improving international competitiveness

The Greater Manchester Strategy for the Visitor Economy 2014 – 2020 – This strategy sets out the strategic direction for the visitor economy from 2014 through to 2020 and is the strategic framework for the whole of the Greater Manchester city-region. It outlines how Manchester will seek to secure its share of the global tourism industry, not just with mature markets but also in the emerging markets of Brazil, Russia, India and China. It also sets out the potential for business tourism to make a considerable contribution to the prosperity of Manchester stating that the attraction of

national and international conferences not only contributes directly to the local economy, but also supports wider city objectives of attracting talent and investment in key industry and academic sectors. One of the key aims of the strategy is to position Manchester as a successful international destination securing the Toyoko brand within Manchester will contribute towards that objective.

Destination Management Plan (DMP) – This is the action plan for the visitor economy for Greater Manchester that aligns to the tourism strategy, 'The Greater Manchester Strategy for the Visitor Economy 2017 - 2020'. The plan identifies what needs to be done to achieve growth targets by 2020. The activity includes not only the plans of the Tourist Board, Marketing Manchester, but also those of other stakeholders and partners including the ten local authorities of Greater Manchester, Manchester Airport, other agencies and the tourism businesses themselves. The DMP is a partnership document which is co-ordinated and written by Marketing Manchester, but which is developed through consultation with all the appropriate stakeholders through the Manchester Visitor Economy Forum. The Forum comprises senior representatives from various visitor economy stakeholders' or The DMP has 4 Strategic Aims:

- To position Manchester as a successful international destination
- To further develop Manchester as a leading events destination
- To improve the quality and appeal of the product offer
- To maximise the capacity for growth

The proposed hotel would align with these aims, whilst securing this hotel brand within the City would should realise capacity for unlocking the region's international tourism potential.

'Made to Move' Beelines Strategy (2018) - This sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities. The overall objective is toward encouraging sustainable, active modes of transport as the primary choice for residents and visitors in the city. In addition, it sets out to provide 1400 new crossings that again remove physical barriers dividing communities and provide safer walking routes through the city. Much of these changes are to be primarily community led.

The strategy addresses problems with connectivity, air quality, and propensity for cycling in addition to supporting other alternative modes of transport to reducing commuter parking in the area. It also presents the possibility to deliver new temporary street improvements to trail new schemes for local communities, and public realm improvements with walking and cycling routes integrated.

There are two of these new 'beelines' with funding planned in the Northern Quarter, nearby the Site. In the January 2020 investment plan for Beelines, two routes were announced that will run nearby to the Site, and other parts of the Northern Quarter:

- Piccadilly to Victoria (proposed for February 2022);
- Northern and Eastern Gateway (proposed for September 2021)

The proposed improvements to the public realm would complement the Bee Line Strategy.

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

The application site lies within Stevenson Square conservation area located on the north-eastern edge of the city centre of Manchester. It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley St. The Stevenson Square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. One of the key aims for the area is to improve and restore this characteristic where it has been eroded.

Other National Planning Legislation

Legislative requirements

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

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

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

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

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

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for “Urban Development Projects” within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction and that it sits adjacent to the wider Piccadilly HS2 Masterplan Area the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

The Schemes Contribution to Regeneration – The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. There has been a significant amount of regeneration in the Northern Quarter and Piccadilly area over the past 20 years as a result of private and public sector investment. Major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle and the former Employment Exchange on Aytoun Street. This will continue as new opportunities are presented by investment in HS2.

The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives, including the Greater Manchester Strategy for the Visitor Economy. A hotel would support the growth of the City Centre as a visitor attraction and business destination, both domestically and internationally. It would be located adjacent to a major transport hub with exceptional connections and would help to promote sustainable economic growth.

Tourism is one of the key drivers of the City's economic growth. The City attracts a substantial number of domestic and international visitors and it is second most visited city in England for staying visits by domestic residents and third for international visitors. After London and Edinburgh, it is the third busiest UK city destination for international visitors and 23% staying visitors are international. Manchester attracted over 63.8million visitors to Manchester in 2018, with overnight visitors accounting for 7.5% of this, equating to 4.8 million people, and 59 million day trippers. There has been a significant increase in the supply of hotel rooms in Manchester over the past five years, however this has been exceeded by demand growth. Occupancy rates for hotels was around 80% (2019) indicating an undersupply in the market.

Manchester's cultural, tourism and leisure sector has grown significantly, a feature of a service-based high growth economy. The growth in the visitor economy has been underpinned by, and been a catalyst for, an increase in the supply of city centre hotels over the last decade. There will be a need for further hotel accommodation to support the city's growth ambitions.

A broad range of hotel rooms is required in locations that are easily accessible to tourism and business leisure destinations. The diversification of the current offer would improve and enhance its attractiveness. The applicant is keen to expand their brand into the UK regions. Manchester' would be their second in the UK. A number of Pestana's hotel schemes have involved the redevelopment of historic buildings. This hotel would develop a largely vacant and underused site on a main gateway and would enhance perceptions of the city and help to drive footfall and further investment in the city centre.

The current condition of the site creates a poor appearance. With the exception of the ground floor pub there is a lack of street level activity and there has been some antisocial behaviour associated with the site and the shelter afforded by the scaffolding. This creates a poor arrival experience for visitors arriving from Piccadilly Station and a poor quality back drop for one of the City's key public spaces. The development would enhance the street scene and the design would respond to its context and the area's heritage. The relative value of 67 Piccadilly as a potential non-designated heritage asset is discussed below. High quality development would deliver significant regeneration benefits by activating key street-frontages and help to establish a sense of place. It would contribute to the economy and complement nearby hotel, residential and commercial uses. It would create employment during construction and permanent employment from the proposed end use and supply lines.

Based on average occupancy rate and average spend per night, visitors would spend 5.5m in the local economy on transportation, retail, food and beverage and entertainment.

£27m of construction spend would deliver an estimated 228 construction full time equivalent (FTE) jobs, and a 500 indirect and induced FTEs. This would create around £50m GVA through the direct, indirect and induced impact of the construction phase.

Once operational the hotel would support 151 FTEs, and the ground floor retail and leisure would support 36 FTEs, generating an annual total GVA contribution of £6.1m. The development would contribute business rates worth £3.9m over the first ten years of operation. Estimated spend by guests in the local economy would be £5.5m annually supporting the hospitality and cultural offers in the city. This spend would be the equivalent of supporting an estimated 50 FTEs locally, generating annual GVA of £2.4m.

CABE/ English Heritage Guidance on Tall Buildings

The new build and infill could be considered to be tall in their immediate context. There are other buildings nearby which are taller or of a similar height although none form part of this street block. Given this context the proposal has been assessed against the relevant criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE as far as they are considered relevant to this application.

One of the main issues to consider in assessing this proposal is whether the scale of the development and the loss of a building which is a non-designated heritage asset is appropriate.

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

Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

The key issues to consider are to consider are: the justification for the loss of 67 Piccadilly; the appropriateness of a new building and infill extension of the height proposed in this location; the impact on the character of the Stevenson Square Conservation Area and the setting of the adjacent grade II listed buildings and non designated heritage assets; and, consideration of the impacts in the context of the requirements of the Core Strategy, Section 16 of the NPPF and Sections 16,66 and 72 of the Planning and Listed Buildings Act.

The Core Strategy seeks to ensure that new development complements the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the street scene and how it would add to its locality is also important. It is considered for reasons set out in the following sections that the proposal would enhance and complement the character and distinctiveness of the area and would not adversely affect established valued townscapes or landscapes, or impact on important views. The improvements to this prominent location would contribute positively to place making.

67 Piccadilly has deteriorated over time but this is given minimal weight in line with paragraph 191 of the NPPF and the demolition is justified on the basis of the proposed design and the enhancements and public benefits which the proposal would deliver at the site and in the Conservation Area. The contribution of the scheme to context and character would deliver a viable use of the site which would enhance the special quality of the Stevenson Square Conservation Area.

The design was discussed widely at pre-application with a range of stakeholders, including Historic England and Place Matter to ensure that it is viable and deliverable, of a high quality and appropriate.

The wider development of the site presents an opportunity to enhance the setting of the Stevenson Square Conservation Area, and preserve the setting of adjacent listed buildings and the street and townscape as required by the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

Significance of 67 Piccadilly, Viability and the case to Support Demolition and Impact on Significance of 69-65 Piccadilly (Halls Building).

The principle of demolishing 67 Piccadilly has been established by the 2001 and 2006 consents. The site should make a positive contribution to the character of this part of the conservation area but its current condition detracts from the cohesion of the townscape and the character and appearance of the Stevenson Square Conservation Area.

A significance assessment has used recognised criteria to assess the heritage significance of the site. It was been assessed by Historic England's listing inspectors in 1990, 2000 and 2007 and on each occasion, they commented that it is too altered and does not retain sufficient original fabric to be of special interest, and does not meet the criteria for listing. The principle of a taller building here was accepted through the consent to demolish it and build an 8-storey building in 2001/ 2006 consents.

The building did make a positive contribution to the Stevenson Square Conservation Area but its condition/completeness has deteriorated and it has been almost entirely concealed beneath scaffolding and hoardings for 14 years. This deteriorated condition and requirement for external scaffolding to support it means that it now has a negative impact on the Conservation Area. Externally it does retain original sash windows and decorative plaster including stucco plaster detail on the curved corner at the junction of Newton Street and Back Piccadilly its historic interest has been diminished by the extent to which they have been altered.

Substantial internal alterations and reconfigurations during the 1840s, the 1910s and again in the mid-to-late 20th century mean that little of the historic interiors remain. The roof was substantially rebuilt and altered during the 1940s following bomb damage when the original deep eaves, attic windows and chimney stacks were removed. Parts of the building has been unsafe for over 20 years and its continuing deterioration has resulted in it being supported externally and internally at every floor level with scaffolding and it has been deemed unsafe to enter for several years.





Images of current condition internally

Its local architectural and historic interest mean that it could contribute to the Stevenson Square Conservation Area, the evidential, historical, aesthetic and communal heritage values of 67 Piccadilly are considered to be low and the building is of local interest only.

The impact of the loss of the building does still need to be considered despite its condition and paragraph 197 of the NPPF states that in this case a balanced judgement is required which has regard to the scale of the building's loss and its significance. Paragraph 191 states that where there is evidence of deliberate neglect of, or damage, its deteriorated state should not be taken into account in any decision. This needs to be considered as part of that balanced judgement given the lack of investment in the building over the past 20 years.

Consideration has been given as to whether 67 Piccadilly could be retained and refurbished as part of the Hotel and whether it would be feasible, and from a Heritage Impact point of view desirable, to retain the building's façade both at the existing height and with an additional 5 storeys to a similar height of the proposal. Façade retention may be acceptable where a building has an undistinguished interior but valuable interior. The retention of the façade would deliver some heritage benefits but should only be supported where it is imperative and there is strong and convincing justification for the demolition of the rest of the building. It is not considered that the contribution of the facades to the streetscape is such that their retention would outweigh the other public benefits of the proposal outlined below.

A viability report, has been independently assessed on behalf of the Council. This reviewed the purchase price on a per bed basis against comparable hotel development sites and concluded that the proposal is the only financially viable

option to deliver a development of the quality required in this prominent location. These options were analysed independent of the current condition of the building and it was confirmed that the viability of this option was further strengthened by the poor condition and health and safety risks posed by the condition of 67 Piccadilly. The configuration of rooms within a cleared footprint would allow for the majority of rooms to be a uniform shape providing a standard and efficient layout, including accessible units. On balance the benefits of a viable development proposed would outweigh any case to support the retention and refurbishment of the facade.

The construction of the floors has nominal floor boarding and ceilings which could not support loads applied for the new hotel use and fit out without substantial refurbishment. The proposed layout would use the majority of this building as circulation space which have increased dead and imposed loading.

Even if the current condition of 67 Piccadilly is disregarded as required by Paragraph 191 of the NPPF, the demolition of 67 is on balance acceptable and necessary to enable a viable use the adjacent listed building. The proposal would facilitate much needed investment in the listed building and further consideration of how this would realise the optimum viable use is set out below.

The loss of 67 Piccadilly would have both positive and negative benefits on the character and appearance of the Conservation Area and the setting of adjacent listed buildings, but the overall harm is considered to be less than substantial. It would, for reasons set out in the following sections, allow a development that would both enhance and have a beneficial impact on, the character of the Stevenson Square Conservation Area and the setting of adjacent listed buildings.



2001 Approval

Design Issues in relation to context including principle of an 11 storey Building in this Location



The historic uses within the Stevenson Square Conservation Area varies from Victorian commercial area of Oldham Street to the north and the commercial northern side of Piccadilly and Piccadilly Gardens, to the 18th and 19th century warehousing and former residential area to the south. The southern half of the area retains a greater sense of earlier warehouse development, with smaller warehouse buildings sitting amongst larger examples on narrower, fully enclosed historic streets, which provide a dense urban form and enclosed streetscapes. Appreciation and understanding of the main commercial and light industrial uses of the area during the 19th and early-20th century is only fully understood when travelling south-west to Piccadilly, and north-west to Oldham Street. The location of this site on the boundary of the Conservation Area illustrates the change of historic context to the northern side of the boundary, compared to the entirely modern streetscape to the south. On the opposite side of Piccadilly are more modern buildings from the 1990s and 2000s. The listed building makes a positive contribution to the character and appearance but the Conservation Area but the continued deterioration of 67 Piccadilly and its concealment behind scaffolding has a negative impact.

The main objective in the Conservation Area is to preserve and enhance its character, and development and activity which enhances its prosperity in the context of its special architectural and visual qualities is encouraged. One of the

characteristics on the area is its closely woven narrow streets but this changes around Newton Street where the spatial quality opens up. There are taller buildings here that create variety and form a back-drop to these open spaces.

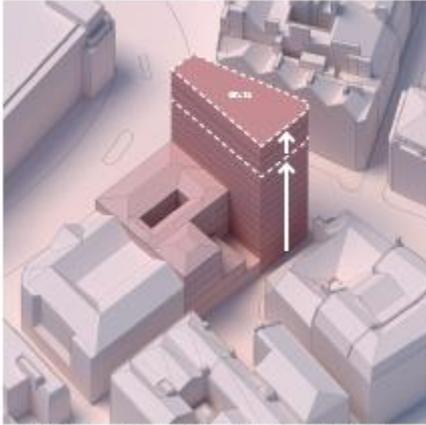
Newton Street and Port Street converge at Dale Street where the area is dominated by wide expanses of roads and traffic islands. A number of recent developments around Great Ancoats Street end of Newton Street are taller than their immediate neighbours. These buildings are representative of the growth of the City Centre and assist wayfinding and stronger connections to Ancoats. The corner of Piccadilly and Newton Street is a prominent corner perform a wayfinding function to the Northern Quarter and Ancoats. The proposal would improve connections within the area and improve the route to and from Piccadilly Station.



Application site with Oxid House, Astley House and the Nuevo Building at the junction of Newton Street and Great Ancoats Street.

The scale of the new build is required to deliver a viable development that would better reflect the sites location at the interface of the Northern Quarter and the Commercial and Retail Cores. The proposal would improve legibility and introduce greater levels of activity.

INITIAL MASSING FOR BRIEF



MASSING EXTENSION OF CORNER PLOT TO ACHIEVE VIABILITY FOR THE SITE

DEVELOPED OPTIMISED MASSING



OPTIMISED MASSING TO ACHIEVE VIABILITY AND RESPOND TO CONTEXT

Height options analysis

A viability appraisal has established the quantum of accommodation required to deliver a viable development and this requires the demolition of 67 Piccadilly. The height and overall massing has been through an iterative process which has taken into account the need to respond to the surrounding context whilst allowing the required quantum of development to come forward. This would enable public benefits to be delivered that would outweigh any harm.

Feasibility studies have assessed the massing required to deliver a viable development whilst retaining 67 Piccadilly and minimised the harm to the character of the Conservation Area and the setting and character of the adjacent listed buildings. The initial massing shown above, extruded the footprint of the corner plot to a viable height. This resulted in a dominating form that would over-shadow the Listed Building and have a significant impact on the historic setting of the site in the Stevenson Square Conservation Area. Whilst viable, it would be a poorer design and would not have a significant positive effect on the Conservation Area and would have a high level of harm to the setting of listed building. Therefore, it would not secure an optimum viable use for the site in line with paragraph 196 of the NPPF. To reduce the height of the corner plot it would be necessary as per the proposals to build in the void to the rear of the Listed Building and maximise the site's footprint. This connects the buildings and assists with the supply of new services for the Listed Building and minimises overall physical intervention.

The design of the new build would be bold but contextual. It would deliver regeneration benefits and it would create a point of orientation in some longer distances views from Piccadilly Gardens, Portland Street and routes from Piccadilly Station.

Paragraph 200 of the NPPF states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably. The height, scale, colour, form, massing and materials of new buildings should relate to the existing high-quality buildings and complement their

character. The building would enhance the sense of place and would acknowledge the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner. The new build elements would respond to the adjacent Halls Building picking up the regular size and rhythm of window openings and establishing a definite plinth level to the ground floor.





The new building would have a tri-partite subdivision typical of the larger historic buildings within the Conservation Area. The materials and fenestration would differentiate the ground floor, the middle section and the top. It would retain the sense of enclosure, define the street block and follow the historic back of pavement building line. The arched form of the main facades and curved corners to Piccadilly / Newton Street and Newton Street / Back Piccadilly would give the building a distinctive form which would be of a quality and would reflect this gateway location. It would relate to the overall form to the arched window openings and strong corners that are characteristic of the Conservation Area.

The base would have large glazed openings which would be more in keeping with the character of other similarly aged buildings on Piccadilly than the current raised ground floor. Thick pilasters would establish a solid connection to the ground. The

string-course, which includes space for signage, would create a strongly grounded 'table-top' for the rest of the building.

The middle section would have a strong vertical emphasis with large scale modelling principally expressed through deep arched reveals. This would reflect the size and proportion of the fenestration of adjacent warehouses, including the deep modelling that characterises buildings in the Conservation Area. The rhythm and size of the window openings reflect original window openings in the Halls Building.

The top would be defined by elongated arched openings with a thick capping piece providing a distinctive addition to the skyline.

The infill block would have a similar tripartite form but would be more utilitarian to reflect the warehouse design to the rear of the Listed Building and neighbouring buildings. The top would be defined by a textured brick parapet and a hit and miss brick plant screen. The repetitive form of the façade would create a strong visual relationship with the adjacent Listed Building. Visual interest and quality would be expressed through the use of layered brickwork window reveals.

The proposed materials would reflect those found in the conservation area and complement the wider townscape in terms of colour and textures. Materials in the Stevenson Square Conservation Area are mainly brick or stone. The solidity of the new-build would be in-keeping with that context. The use of an acid etched red pre-cast concrete and red/brown brick would complement the tones of adjacent buildings. The polished purple/brown pre-cast concrete base would respond to the context and would contrast with the upper floors.

Paragraph 127 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site. The current experience at street level is poor with little activity on Newton Street and Back Piccadilly and those parts of the site have an impression of decline, which contrasts to high levels of vibrancy on Piccadilly and in the Northern Quarter. There is a need to generate more street level activity. The ground floor reception area and lounge/ lobby would wrap activity around on 3 sides from Piccadilly to Back Piccadilly and visibility into the ground floor unit on Piccadilly would be improved. There is potential for enhanced activity levels to the Back Piccadilly from this unit which would further enhance activity and create a vibrant street-scene.

Despite the demolition of 67 Piccadilly, this development provides an opportunity to enhance the character of the Conservation Area, and preserve the setting of the adjacent listed buildings and enhance street and townscape in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

Direct impact on Listed Building

There is a need to evaluate the impact on the fabric, character and setting of the grade-II listed Halls Building in the context of Section 66 of the 1990 Act. The key test is whether the proposal affects the significant fabric or appreciation of the special interest

of the building. Therefore, it is important to determine the degree of change and whether the alterations and additions would result in a negative perception of the building or diminish its values as a designated heritage asset.

The legislation also requires “*great weight*” to be given to the desirability of preserving the character and appearance of the listed building when determining the proposals which requires careful analysis of the physical and visual relationship of the proposal.

Where a negative impact is identified, it is necessary to determine whether the development is proportionate to the significance of the component and mitigated by its balancing planning benefits. This determination must be made having demonstrably applied the statutory presumption in favour of preservation of the character-defining fabric and character of listed buildings established in Section 66.

However, fabric change in itself is not deemed to be harmful, unless it demonstrably erodes some characteristic which contributes to the defined character of the listed building. Therefore, the 1990 Act requires decision-makers to apply proportionate weight to the desirability of preserving the: significant fabric, architectural character, and historic interest of designated heritage assets when determining planning proposals, balanced against identifiable public benefits. The key Planning consideration is thus whether the cumulative impact of the proposal would cause any demonstrable, unmitigated ‘*harm*’ or erode identified values. The primary significance of Nos. 69-75 Piccadilly relates to the fact it is largely as built and retains many original features.

Key features element of high heritage significance within the building are as follows:

- The building is a good example of a combined warehouse, office and shop development, which is very little altered. The building is thought to have been designed by the eminent local architects Clegg & Knowles whom designed a large number of warehouses and offices in the city centre between the 1860s and 1880s;
- Through the largely complete survival of its original planform, and fixtures and fittings such as staircases, tiling, doors/architrave, cornice and skirting, and the remaining clear hierarchy of original spaces resulting in the clear understanding of the original use and functions of the building;
- Office accommodation was located to the principal front (Piccadilly) side of the building, which employed a higher quality of internal decoration, including plaster cornice, plain plastered ceilings, plastered walls, skirting and doorframes, two remaining near to as built;
- Fitted benches/counters/drawers, and primary access via the high quality and ornately decorative main staircases are retained;
- The rear rooms of the building (back Piccadilly), much simpler in decoration, and were used as warehousing and light manufacturing. These areas consisted of painted brick walls (some have been later plastered), no, or little cornice, exposed downstand beams to ceilings, no skirting and primary access via the utilitarian service staircase and industrial hoist onto Back Piccadilly;

- The original central lightwell and its surviving original timber casement windows, which was designed specifically to allow natural light into the centre of each floorplate through a system of integral casement windows, fitted workbenches and borrowed lights, which define the surrounding rooms as workrooms/showrooms;
- The high-quality external elevations, primarily on the principal front façade to Piccadilly – which was designed in buff stone ashlar with ornately decorated corbels, pediments, polished marble and stone columns and sill courses/overhanging eaves;
- The two principal staircase halls to No. 69 and No. 75, which originally gave access to the upper office floor suites. The staircase halls are of particularly high quality and level of completeness, including original decorative wall tiles, wrought iron stair balustrades depicting foliage, the original fourth floor cast iron spiral staircase, and plaster cornicing.

Other areas of high interest include the survival of most of the original panelled doors with their original glass room numbers and some surviving ironmongery/letterboxes, and the three surviving original cast iron fireplaces (now removed and stored on site

Isolated areas of the lightwell windows (such as replacement casements, frame) which have since been altered are of considered to be of low significance/no significance.

A conservation-led approach has been adopted based on the preparation of a Heritage Assessment. A series of design parameters emerged, and the weight given to the heritage value of the original and altered fabric has informed the proposals with a detailed understanding of heritage significance balanced against the building constraints and a need to modernise the buildings services. The aim has been to ensure that the maximum amount of fabric remains intact to allow the former use and design of the building's layout to be understood.

The adaptation of the Listed Building to a highly-serviced 4*plus hotel requires enhancements that are essential for the successful re-use. However, the proposals have sought to minimise and carefully control these enhancements, where possible through repair and preparation of the existing fabric to allow for retention.

The aim is to consolidate the existing structure and bring the building to a state of good repair for adaption to its new use. Where removal does occur, it has prioritised; removing non-original fabric, retaining examples of the original fabric or emulating the original design due to the technical performance required in a modern building. Some removals such as original doors and inspection benches would result in instances of minor adverse impact but the approach where original elements are removed is one of retaining or reusing at least some examples in situ or elsewhere within the building.

The overall physical impact of the proposals would be beneficial although there are some instances of minor adverse impact. Most of these such as the insertion of bulkheads, secondary glazing, new walls to form corridors, improvements for fire insulation, raised floors and new linkages with the new building at 67 Piccadilly are

necessary to facilitate the delivery of the hotel accommodation to the required standards. The area where the impact is highest is the replacement of the internal lightwell on a like for like basis. The form, material and construction of the original windows has been assessed to determine how it can be adapted while achieving the safety standards necessary for internal lightwells of modern buildings. The existing fabric is not capable of being enhanced to the necessary standards for reasons of fire safety, structural integrity and acoustic separation. These factors are essential to viability and critical to the successful re-use of the Listed Building. The appraisal of the existing fabric has confirmed that the retention of the lightwell glazing is not viable with any re-use, where a fire risk assessment identifies a risk to life safety when in use. This would equally apply to the building's operation as offices.

The insertion of the infill to the rear would erode the understanding of the plan form but the reuse of the current rear façade within the rooms, and the set back and distinctive architectural form of the infill, would retain some element of this understanding and allow it to be reinstated in the future. The new construction would allow the building to be more sympathetically serviced and generate additional floor area, which is critical for commercial viability.

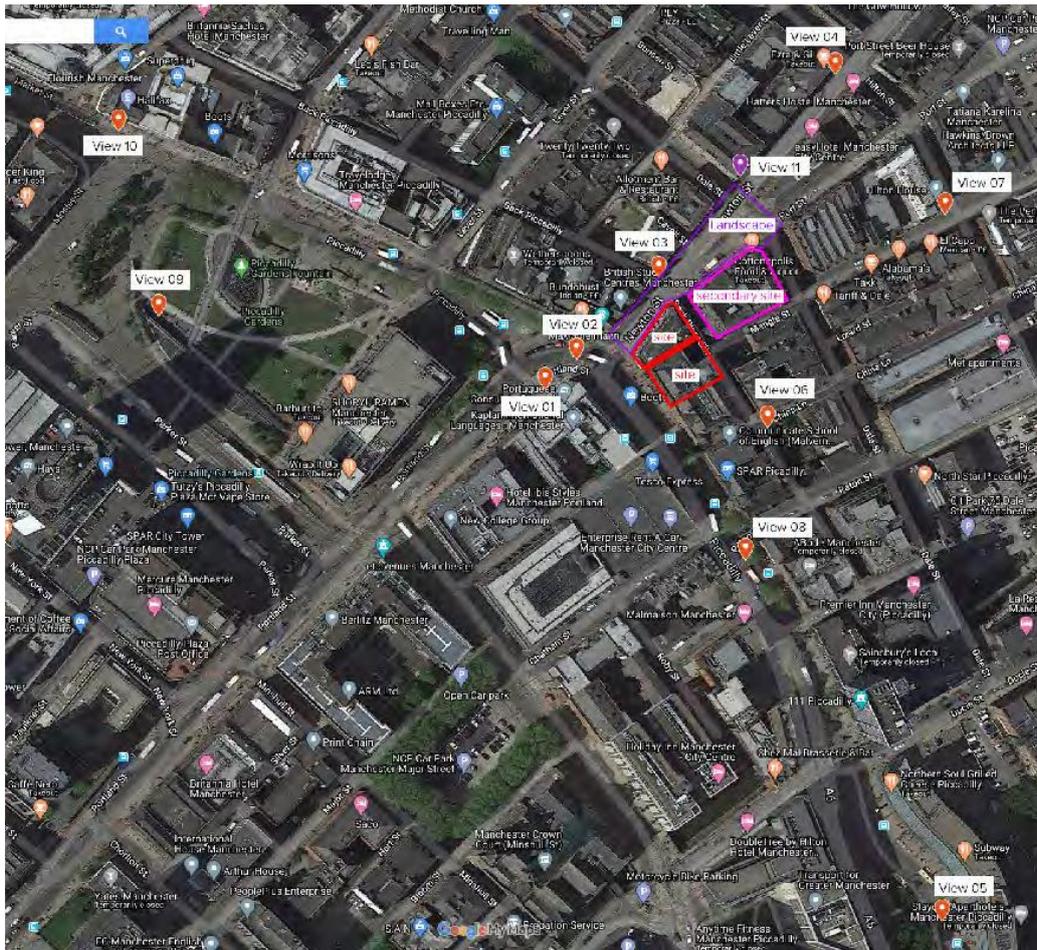
A number of beneficial impacts would be derived from the removal of elements that detract from the buildings architectural value, such as the non-original ground floor fit out.

The impacts that allow the re-use of the building, would cause some harm. This harm would be less than substantial and is necessary in order to realise the public benefits derived from the proposals to deliver a viable use of the building which minimises harmful heritage impacts required to provide the necessary levels of safety and thermal comfort whilst ensuring the reuse of the Grade II Listed building. It is considered that in the context of the buildings constraints the proposal positively responds to the character of the building and its historic fabric.

The adverse heritage impacts are more than outweighed by the extensive beneficial impacts which would restore the character and architectural expression of the building. The alterations and adaptations proposed are sensitive to the architectural, historic and aesthetic values of the building, which would be thus be conserved by facilitating its continued use as a high quality hotel.

Overall Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

Conserving or enhancing heritage assets does not necessarily prevent change and change may be positive. The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces has been considered. A Visual Impact Assessment (VIA) has assessed the likely townscape impacts based on comparison from relevant viewpoints, focused on the visual impact on the townscape, the settings of listed buildings, and the character and appearance of the Stevenson Square Conservation Area. Eleven views were identified at different distances with 3 having a medium sensitivity and 2 low to medium sensitivity. The proposal was modelled for all views to create an accurate representation of the façade treatment, scale and massing.



View 1

Most buildings are of a similar height, although their appearance, materials and uses differ. The proposal would introduce a new built form of medium height but its considered design, materials, colour palate and detailing would create a building of high quality at a busy junction in the Conservation Area. The building responds to its surrounding context. The rhythm and size of windows compliments the original windows in 67-69 Piccadilly and the widened pavements and mature tree planting to Newton Street helps to soften this busy and tight junction. The proposal would not diminish the understanding or appreciation of the heritage values of the surrounding

listed buildings or the character and appearance of the Stevenson Square Conservation Area, and the impact is considered to be negligible beneficial.



View 2

The new building would respond to the adjacent listed 69-75 Piccadilly picking up the regular size and rhythm of window openings, and establishing a definite plinth level to the ground floor. The design and materials would allow for the ground floor level of the listed building to be understood as part of the hotel and is itself improved with a sense of vitality, visibility and active frontages onto Piccadilly. The design, materials, colour palate and detailing forms a building of high quality design at this busy junction in the Conservation Area. The proposal would not diminish the understanding or appreciation of the heritage values of the surrounding listed buildings or the character and appearance of the Stevenson Square Conservation Area, and can, in fact be seen to strengthen and reactivate this corner. Consequently, the overall residual impact is considered to be minor beneficial.



View 3

The proposal would replace a negative component of the Stevenson Square Conservation Area with a building of high quality design and materiality. The rounded corners respond to similar corner treatments in surrounding streets. The north elevation can be seen to extend into Back Piccadilly. The junction between the new hotel building and the extension element of the Grade II listed 69-75 Piccadilly would be defined with a step back from the building line of the listed elevation, allowing for the two buildings to be read both separately and together whilst the listed elevation of Nos. 69-75 can still be read. The new building would establish a definite plinth to the ground floor which improves the sense of vitality, visibility and active frontages. The

realignment of the pavements to Newton Street and the mature trees enhances this further. The proposal would not diminish the understanding or appreciation of the heritage values of the surrounding listed buildings or the character and appearance of the Stevenson Square Conservation Area, and improve, strengthen and reactivate this corner and the overall impact would be moderate beneficial.



View 4

The new building would form a new landmark in the distance, helping to reinforce this busy junction. This is enhanced by mature tree planting and footway widening. The additional height would alter, but not diminish, the intrinsic values of the heritage assets, or the experience and appreciation of the Stevenson Square Conservation Area to a great degree and the residual impact is negligible adverse.



View 5

The proposal would be glimpsed imperceptibly in the far distance view, and would have no impact on the setting of any listed buildings or the Stevenson Square Conservation Area and the impact would be neutral.



View 6

The proposal would be largely concealed by 67-69 Piccadilly and would only be glimpsed obliquely in the middle distance of this view and would have no impact on the setting of any listed buildings or the Stevenson Square Conservation Area such that overall residual impact is considered to be neutral.



View 7

The height of the proposed extension would be taller than the established 19th century former warehouses. The use of red brick with brick detailing would help to echo and continue the established architecture of this area. The overall residual impact is considered to be neutral.



View 8

The building would be taller than its immediate neighbours. Due to the internal planform and arrangement of lift cores, the eastern elevation has areas of blank wall and windows which activate the corner. The additional height partially alters the existing, varied and dynamic roofscape of the adjacent buildings, primarily the decorative corner tower of the Grade II listed 77-83 Piccadilly. However, overall the proposal would not diminish the character and appearance of the Stevenson Square Conservation Area and the impact would be negligible adverse.



View 9

The new building extends above the surrounding listed buildings on the northern side of Piccadilly. The new built form would not greatly diminish the understanding or appreciation of the heritage values of the surrounding listed buildings from this position, which due to the robust nature of their designs and varied decorative roofscape, remain largely unaltered and the impact would be negligible adverse.



View 10

The proposal would only be glimpsed in the far distance and would have no impact on the setting of any listed buildings or the Stevenson Square Conservation Area. The overall residual impact is considered to be neutral.



View 11

The hotel would be higher than the surrounding buildings in the foreground, but the detailing of the elevations, which includes sculptural splayed openings and spandrel details, would help to mitigate the increased height by introducing a contextually designed element that takes its design cues from the surrounding 19th century warehouses. The red colour palette relates well to red brick and the rhythm of deep, round-headed windows responds to the large repetitive window openings of the adjacent Grade II listed former warehouse. The robust architectural design and scale of the surrounding listed buildings allows for their understanding and appreciation to not be greatly diminished from this viewing place. Consequently, the overall residual impact is considered to be negligible adverse.

Development at the site could enhance the character and appearance of the conservation area and improve pedestrian environment and permeability. The proposal would be a high-quality, distinctive building that would improve an entrance to the Northern Quarter and enhance the setting of the adjacent heritage assets.

The verified views indicate that the development would be contextually responsive and whilst there would be 4 instances of adverse harm, this harm is considered to be negligible. The intrinsic value of the heritage assets, or the experience and appreciation of the buildings or the designated area are not diminished to any appreciable degree. In the remaining views the impact is either beneficial or neutral. The level of harm can therefore be considered as less than significant and the proposal would not prevent the appreciation or significance of the townscape value of adjacent buildings or, the ability to appreciate the heritage values of the adjacent listed buildings.

Notwithstanding the loss of 67 Piccadilly, the proposal would enable a greater understanding of and enhance the heritage values and significance of the remaining affected assets and better reveal their significance in line with NPPF paragraphs 192-197 and 200-201. In accordance with and Section 66 and 72 of the Listed Building Act 1990 the development would have special regard to the desirability of preserving the setting of adjacent listed buildings and the character of the Conservation Area.

There would be considerable enhancement of the urban form and pedestrian environment. The impact of the proposal, including that on heritage assets, would not outweigh the regeneration benefits resulting from development.

The loss of 67 Piccadilly would due the sites current condition would result on balance, in a positive impact on the character and appearance of the Conservation Area. It would allow the site to be redeveloped comprehensively and the benefits of the wider development would have an overall beneficial impact to the character of the Conservation Area and the setting, character and appreciation of the architectural and historic value of the Halls Building. The overall development would not diminish the setting of other adjacent listed buildings. The harm resulting in the demolition of 67 Piccadilly, would also be mitigated and outweighed by the public benefits of the wider regeneration of the site.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 192, 193, 194, 196, 197, 200 and 201.

The NPPF (paragraph 193) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The impact of the proposal, including the demolition of a non-listed building on the setting of the adjacent Listed Buildings and the character of the Stevenson Square Conservation Area would be less than substantial. Paragraph 196 of the NPPF states that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including securing its optimum viable use. The construction of a new build element on the site of the unlisted 67 Piccadilly enables and facilitates the effective and sensitive reuse and refurbishment of the adjacent Grade II listed 69-75 Piccadilly. The new building would be of a high quality, on a Gateway site which has used its historic context in its design.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic,

social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits.

The public benefits arising from the development, would include:-

Heritage Benefits

- Delivering of the optimum viable use of the site would allow for a sensitive restoration of the Listed Halls Building in line with paragraph 196 of the NPPF. The demolition of 67 Piccadilly would cause some harm but be outweighed by the substantial benefits of the scheme which would include improvements in townscape terms and to the setting of the adjacent Listed Building and the character of the Conservation Area.
- Beneficial impacts to the listed building result from the alterations undertaken to enable the active reuse and refurbishment of the long derelict Grade II listed building, which would include the full restoration of the two high significance original decorative wrought iron staircases and high significance glazed tiling to every floor level, the removal of a number of detrimental and low significance alterations carried out in the 1940s, and the restoration and repositioning of key features of high significance such as original workbenches and fire surrounds;
- Ensure the appropriate adaption of significant interior spaces to respond to the contemporary requirements of the operation and functionality of the building;
- Enhance physical and visual accessibility internally and externally and maintain historic circulation patterns; and
- Celebrate the distinctive plan-form and orientation, in line with the intended design.

As is demonstrated by the impact assessment, although the demolition of the unlisted 67 Piccadilly would result in less than substantial harm to the character and appearance of the Conservation Area, the proposal would result in a demonstrably beneficial impact overall.

Wider public benefits

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

- Putting a site, which currently has an overall negative effect on the townscape value, back into viable, active use;
- Regenerating a major City Centre gateway site containing underutilised and largely vacant buildings;
- Establishing a strong sense of place, enhancing the quality and visual permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to meet demand for additional hotel rooms within Manchester City Centre to support the city's growth trajectory as a leading tourist destination by providing the quality and specification of accommodation required by a 4* luxury boutique hotel;
- Creating new jobs and delivering significant returns for the local economy alongside training and apprenticeships;
- Providing a new public space and facilities for residents, workers and visitors to the area creating a safe and accessible environment with clearly defined

areas and active public frontages to enhance the local quality of life and which has been demonstrated to boost commercial trading and lead to significant improvements in users physical and mental health;

- Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and compliments the neighbouring heritage assets and local context;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.
- Retention and continued use of existing use of the public house together with an improve leisure offering.

The benefits of the proposal would outweigh the level of harm caused, are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

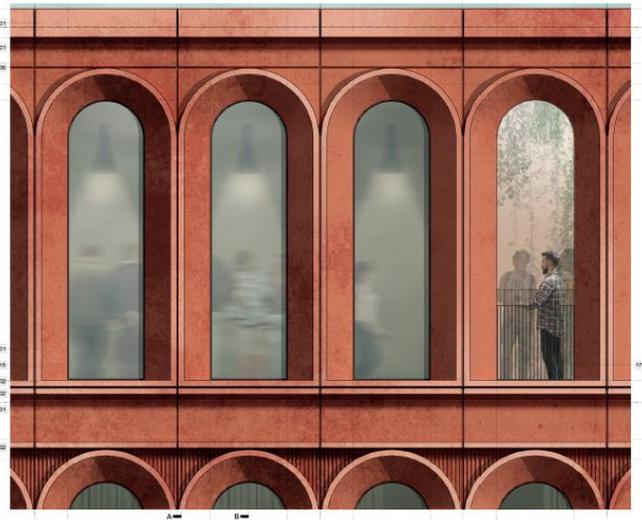
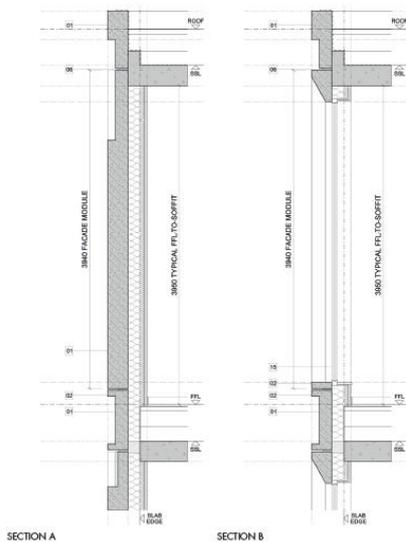
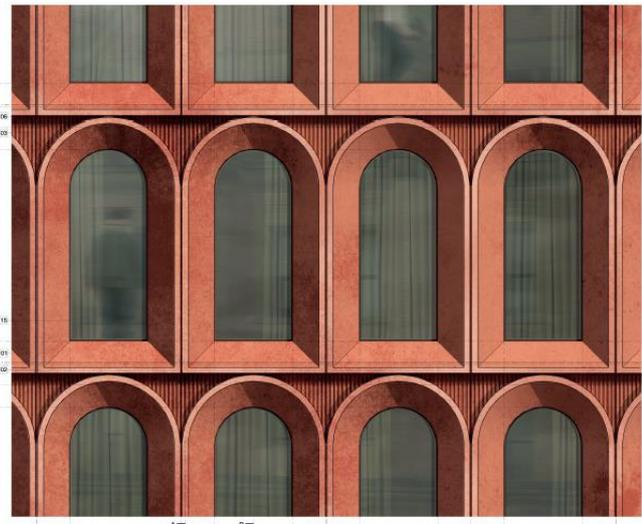
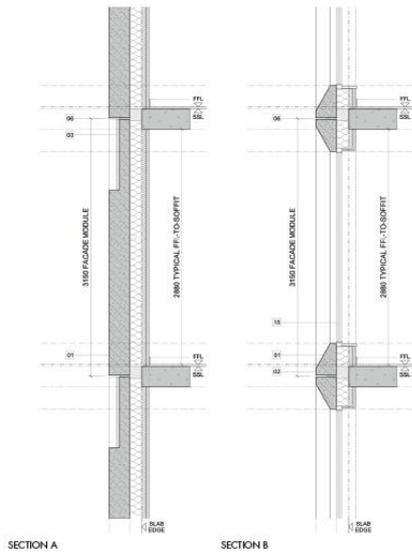
The character and fabric of the Halls Building, setting of adjacent listed buildings and character of the Stevenson Square Conservation Area would not be fundamentally compromised and the impacts would be outweighed by the public benefits.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The design of the new building and infill would be a contemporary interpretation of the tripartite subdivision which characterises City Centre buildings. The Piccadilly / Newton Street façade refers to the formal frontages of the adjacent Victorian and Edwardian buildings which are regimented, highly decorative and richly dressed in terracotta, stone and masonry and which displayed the wealth and success of the textile companies on which they were founded.

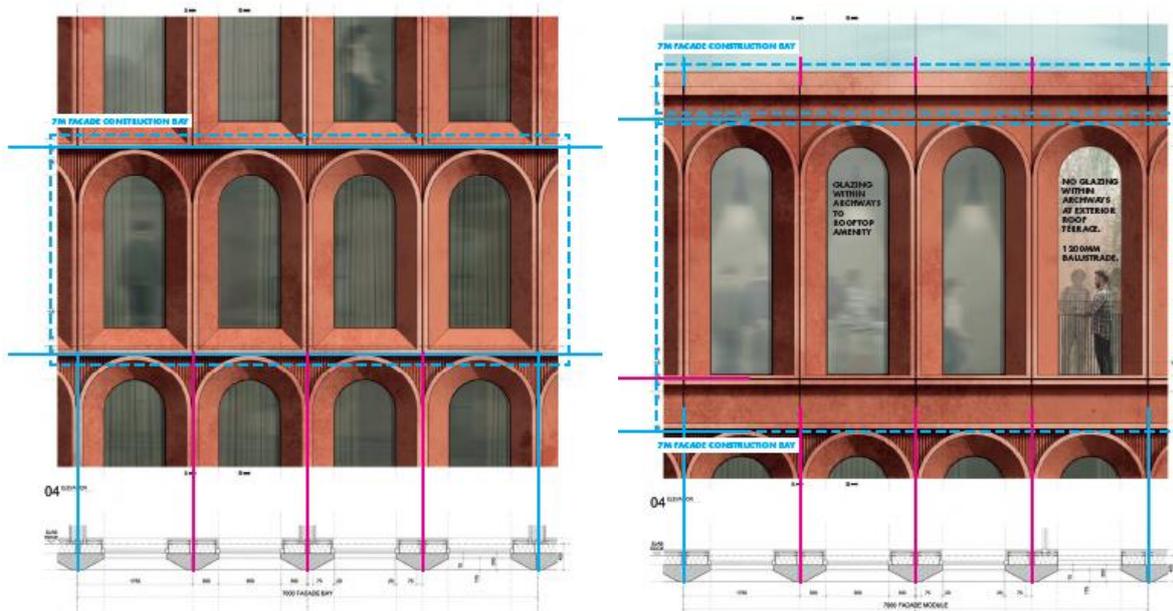
The facades to the new build on Piccadilly/ Newton Street would have a strong vertical emphasis, with deep set arches and large recessed orthogonal windows to Back Piccadilly to provide relief, depth and texture. The repetitive main 'body' with smaller window modules that are set-back and have greater detail than the ground floor level references a contextual architectural aesthetic. The vaulted arched design on Piccadilly and Newton Street would be distinctive and reference the language of the Listed Building. The façade to Back Piccadilly represents a contrasting less decorative response that would again align with the façade treatment found on the secondary facades of the Victorian and Edwardian buildings which characterise the conservation area. The manner in which how those facades turn corners, making the transition between the decorative and the utilitarian is also expressed through the architectural form.



The decorative profile over the windows (shown above) would create depth and shadow amplifying the arch.

The pre-cast façade would be formed from intersecting modules designed to disguise the construction joints. There would be a mock joint at every window bay which also emphasises the arched module, which when repeated across the whole façade.

The construction joints would have a PPC mastic aggregate finish to match the facade. These would be 20mm wide but set-back and appear as a shadow gap between the vaulted archways. The joints have been incorporated into the design on all facades. The depth of the facade from front face of masonry to front of glazing is proposed as 250mm.



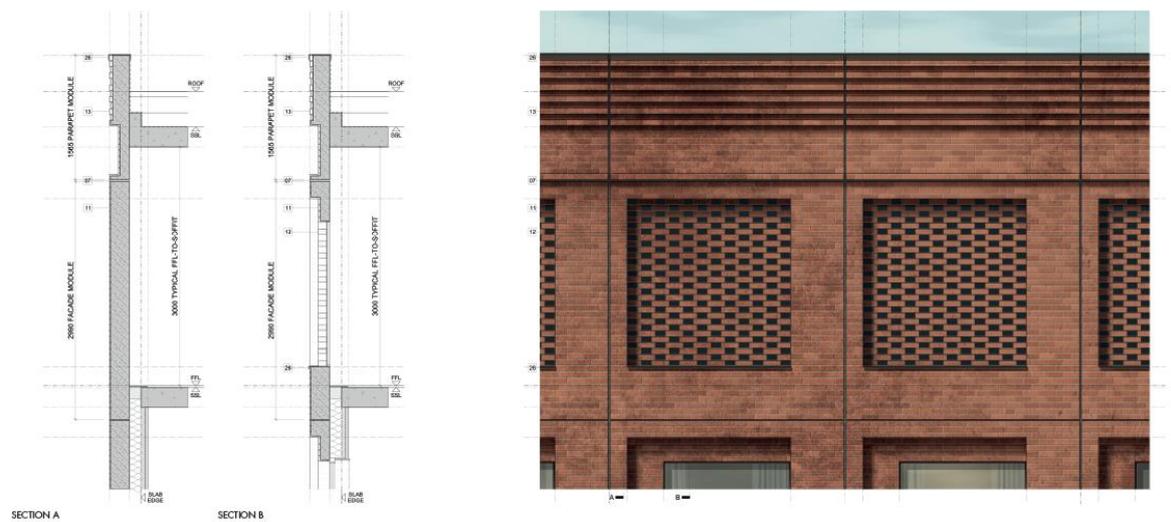
The 'top' of the building would form a variation of the main body and appear separate to the hotel rooms below. The substitution of the profile over the window with a thick capping piece identifies the termination of the building. The finishes mirror that of the main body to provide continuity. Where the activity behind becomes an external terrace, the facade forms an open loggia with the window replaced by a metal balustrade.



There are larger openings at the ground floor to reflect the more public ground floor. The pilasters would be thicker to establish a solid connection to the ground. The string-course, creates a table-top for the rest of the building to rest on. The arch to the window opening would be a highly polished surface that reveals larger pieces of aggregate in the material. The use of a darker colour would also provide a strong contrast to the main facade.

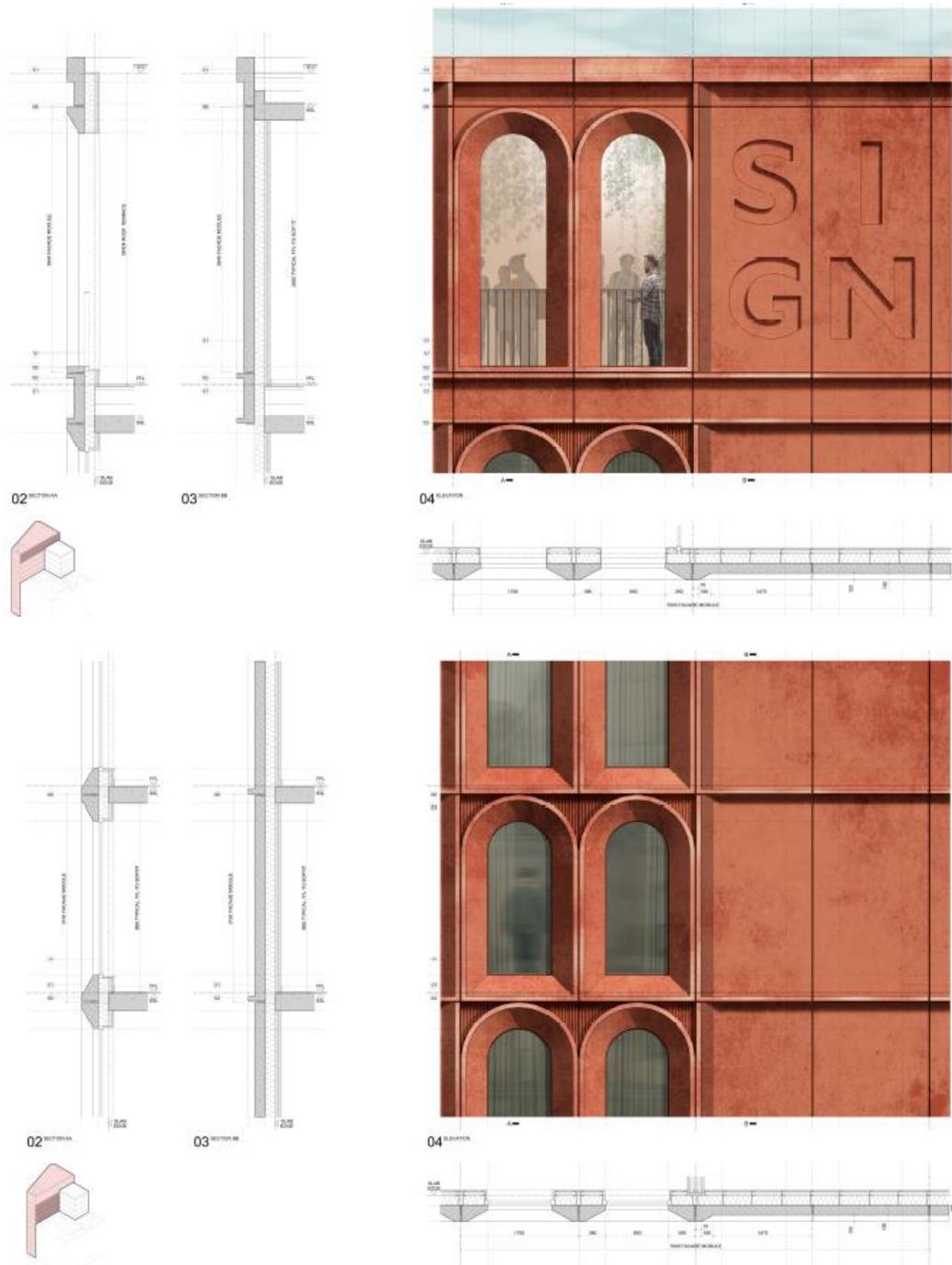


On the rear infill the design of the main body of the facade would reference the warehouse design to the rear of the Listed Building, and other neighbouring buildings. The window would be articulated through a simple pressing of the surround to create depth.



The 'top' would provide a continuation of the window module below, with a hit and miss brickwork screen to provide natural ventilation to the plant area. The top would have articulated brick coursing, similar to the parapet of the Listed Building. The finish would mirror that of the body to provide continuity. The hit and miss screen would create a decorative screen from street view, which is replicated across the front of the block with a gable to the party wall face.

The majority of the elevation facing Piccadilly Station would be solid but would have a level of articulation expressed through the panellised design and some arched window wrap round from the main façade to create interest and animation.



The design has minimised the amount of joints in the façade to maximise the buildings expression as a ‘carved’ block. The overall approach of the pre-cast panels, the textured expression and the depth of the window reveals of between 150 and 225 mm would ensure a strong relationship to the nearby Victorian and Edwardian Building’s. The hotel bedrooms and amenity would be ventilated by the use of mechanical supply and extract air handling units with heat recovery. The new air handling units would be located on the roof to provide the freshest air possible. This strategy enables the use of fully glazed windows without louvres.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The application includes a public realm Masterplan to improve the pavement and carriageway between Piccadilly and Dale Street. The first phase of this would comprise street tree planting and improvements to Piccadilly and Newton Street.

Piccadilly and Newton Street are important pedestrian routes and the junction is a gateway to the Northern Quarter. The carriageways are wide but the reduction of traffic on Newton Street into Portland Street provides an opportunity to rebalance the space and create a better quality street level environment which would better accommodate the high levels of pedestrian footfall. The proposals would promote an environment where pedestrian come first with walking becoming the main way of getting about the city, where it is safer and easy to cross streets.

The footways on Newton Street and Piccadilly would be widened as part of this proposal which would create greater space for spill out. The crossings at the junction of Newton Street and Piccadilly would be widened.



There would be a cohesive palette of materials, planting and street furniture to create a public realm which is distinctive, legible with a distinctive identity. The street trees would reinforce character and the importance of routes. As part of the wider Masterplan a layby for buses which as often currently idling within the carriageway would also be provided on Newton Street and the approval of this in principle has been accepted by the Head of Highways.



The public realm would encourage greater pedestrian flows and improve the pedestrian experience considerably enhancing the sense of place. 14 street trees would be planted in the master plan with cycle stands, street furniture and a pavilion structure.

Credibility of the Design

A range of specialist consultants have contributed to the scheme and the historic context has underpinned the design. Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site the range of technical expertise that has input to the application is indicative that the design is technically credible.

The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality.

Relationship to Public Transport Infrastructure (Parking, Servicing and Access, Green Travel Plan / Cycling Provision/ Parking (including Disabled Parking provision)

This highly accessible location would encourage the use of all sustainable forms of transport. The proximity to shops, restaurants, bars and visitor attractions mean that many guests would access these facilities by walking.

The hotel would be marketed as a car-free but parking space is available within nearby car parks. 16 cycle spaces would be provided for guests and staff within the building. Parking for disabled people would be available in nearby multi-storey car parks. There are 22 bays within 500m of the site (City Park, Tariff Street (14) 500m, NCP Piccadilly Gardens (6) 200m and NCP Piccadilly Plaza (2) 350m). The applicant has provided a commitment that they would ensure that the parking needs of all disabled guests are met at a reasonable cost, and this is included in the recommended conditions

City Car Club is available for the use of guests who may need access to a car and the nearest Car Club parking bay is located on Chatham Street.

A condition would require a Travel Plan to be agreed prior to occupation with implementation to be monitored and revised within 6 months of occupation.

The hotel would require deliveries each day. Servicing areas and entrances would be on Back Piccadilly and Newton Street and connect with the back of house facilities on the ground floor and basement including the kitchen and bin store.

A traffic assessment aims to minimise disruption to the highway and adjacent businesses and Highways are satisfied that the proposal is unlikely to generate any significant impact in terms of highway safety. They have recommended a Servicing Management Strategy condition to manage all refuse and delivery requirements. A scheme of highway works to include TRO amendments, redistribution of parking bays, footway improvements and the relocation of the bus stop have also been agreed in principle and are required should approval be granted.

Given the above, the proposal would not produce a significant increase in traffic flow/loading requirements on the streets surrounding the development

Sustainability including Sustainable Construction Practices and Circular Economy

A Whole Life Carbon Analysis has been undertaken to reduce carbon emissions and a more detailed Analysis will be carried as part of detailed design development. The proposals aim to go beyond the requirements of the current Core Strategy to contribute towards the City's 2038 Net Zero Carbon target.

The Applicant employs a sustainability programme across their global hotel brands named 'Planet Guest'. This programme sets-out a sustainable vision for the hotel's operation from energy and resources to education and community, as they strive to be more environmentally friendly. It targets six key areas to cultivate their business development in line with respect for people and the planet. These are: • Supporting and interacting with the community; • Corporate social responsibility; • Respect for the environment; • Education and culture; • Support for entrepreneurship; • Restoration and preservation of heritage. The proposals for this site seeks to engage with all of these areas, with attention naturally drawn to the re-use of the Listed Building.

They also enlist several material initiatives across their operations to reduce their impact on the environment, including: • Linen and towel re-use; • Water consumption • Energy monitoring and efficiency; • limiting use of plastic; • Second-life consumables; • Environmental clean-ups; • Protection of wildlife and habitats • Creating activity groups, such as the 'Green Brigade', This holistic approach to operation is a positive move towards sustainable hotel use, with the additional benefit of being able to extend this awareness to guests, suppliers and the public.

There is an economic, social and environmental imperative to improve the energy efficiency of domestic and commercial buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact.

An Environmental Standards Statement (ESS) and Energy Statement (ES) has assessed the physical, social, economic and other environmental effects of the proposal and how it relates to sustainability objectives. The ESS sets out measures

that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. The development will be designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN 4. The requirements for CO₂ reductions set out within the Core Strategy would be met through minimising energy demand and meeting any demand efficiently through adopting the lean, clean and green energy hierarchy. The sites highly sustainable location should reduce its impact on the environment.

The ESS and ES indicates that the new build element would achieve a 15.19% reduction over the Part L 2013 baseline improving upon the core Strategy through enhanced fabric plus efficient servicing and renewable energy generation.

The development would target a BREEAM Very Good rating for both the new build and refurbishment of the Halls Building. The BREEAM Pre-Assessments shows that the building is expected to perform as follows:

The new build energy strategy incorporates an enhanced 'fabric led' material specification, an element of renewable energy generation plus high-quality design and construction standards to improve the energy efficiency of the building. Variable refrigerant flow heat pumps will ensure an energy efficient heating system.

The energy strategy for the listed building would include a significant improvement over the original baseline specification allied with efficient mechanical and electric servicing including variable refrigerant flow heat pumps. This uplift in specification has been demonstrated by 73.98% reduction in building emission rate compared to the baseline specification.

In terms of the initial Whole Life Cycle Carbon Analysis analysis an estimated 32% of the carbon footprint has been saved through avoiding an entirely new building.

The building would be thermally tight, with low energy systems such as LED lighting and high efficiency heat recovery, enabling the building to achieve the "Innovative" standard. This represents a 60% improvement on typical hotels, but will be verified during detailed modelling at the next design stage.

Air Source Heat Pumps would meet the heating and cooling loads ensuring a highly energy efficient heating system delivering heating and cooling, dependent upon ambient temperatures. This technology has a low 'carbon footprint' due to the inherent efficiency of the process. It is a well-established technology with an anticipated long lifespan which can be operational for up to 20 years.

The design incorporates features that reduce energy demand and carbon emissions:

- The lighting in common areas would include active sensors;
- Guestroom heating, cooling and lighting demands would be met with a card based, door locking system;
- The fit-out specification of guest bathrooms would seek to minimise water demand.
- Water efficiency measures (such as dual flush toilets, flow restrictors and reduced volume baths) would limit potable water demand. This would reduce water heating energy loads and also cut the process energy required to supply clean drinking water.

A review materials has considered embodied carbon aimed at reducing the environmental and social impact of the material used through BREEAM, including using the Green Guide to Specification to compare the life cycle impact of different façade options and undertaking material efficiency appraisal to explore opportunities to design out waste through the life of building. Materials would be selected which have a low environmental impact throughout their life cycle through conducting a life cycle assessment and integrating its outcomes in the design decision-making process. An IMPACT compliant Life Cycle Analysis (LCA) tool would be utilised and an assessment carried out to measure the environmental impact of the building. The design team will use this tool to measure

Reductions in the lifecycle impact of materials used in construction would be achieved through the following:

- Selection of materials which have a low environmental impact throughout their life cycle for the main building elements;
- Responsible Sourcing of Materials – All timber used on the project would be responsibly sourced in accordance with the UK Government's Timber Procurement Policy (FSC sourced timber, for example); Materials will be selected which have a low environmental impact throughout their life cycle; Suppliers and manufacturers who operate Environmental Management Systems would be prioritised; Consideration will be given to local sourcing of construction materials where feasible; The use of thermal insulation which has a low embodied environmental impact relative to its thermal properties would be specified throughout the development to reduce the construction phase impact of this scheme upon climate change.
- Material Efficiency – At the Preparation, Brief and Concept Design RIBA stages; targets would be set, opportunities identified, and methods put in place to optimise the use of materials. This is to avoid unnecessary materials use arising from over specification without compromising structural stability, durability or the service life of the building

A Construction Resource Management Plan would be produced to limit on and off-site environmental impacts of construction. The waste management strategy would also include the following: Pre-demolition/Pre-refurbishment audit of all existing buildings, structures or hard surfaces to promote resource efficiency via the effective management and reduction of construction waste; Procedures to reduce construction waste related to on-site construction and off-site manufacture/ fabrication; Diverting non-hazardous construction (on-site and dedicated off-site manufacture/ fabrication), demolition and excavation waste from landfill.

A building specific adaptation strategy would be undertaken to encourage consideration of Design for Disassembly and Adaptability and implementation of measures to accommodate future changes to the use of the building and its systems over its lifespan. This strategy would ensure that there is unnecessary materials use, cost and disruption arising from the need adaptation owing to changing functional demands and maximise the reclamation and reuse of materials at final demolition as part of a circular economy.

Effects on the Local Environment/ Amenity

Tall Buildings should not cause unacceptable levels harm to the amenity of surrounding land and buildings in relation to sunlight and overshadowing, wind, air quality, noise and vibration, construction, operations and TV reception. However any harm does need to be considered with reference to site context.

Daylight, Sunlight and Overshadowing

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

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at 15 Newton Street (Kingsley House) and 56 Dale Street have been identified as sensitive in terms daylight. Sunlight Impacts have only been modelled for sensitive windows facing towards the site.

BRE Guidance states that the guidelines may be applied in relation to hotels where occupants have a reasonable expectation of daylight. In a city centre hotel, patrons will not typically be occupying the room during the day, rather attending business functions or sight-seeing/shopping. Therefore, it is not necessary to consider the impacts on the transient/occasional occupants of a hotel room. However, the impacts on the hotel has been analysed.

The assessment has scoped out other residential properties due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms in rooms where light is required, including living rooms, kitchens and bedrooms.

The BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of the assessment. There are no other schemes under construction which would require that a separate assessment of the cumulative impact was carried out.

Daylight Impacts

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests. All 3 of these tests Vertical Sky Component (or VSC), Daylight Distribution (NSL) and Actual Daylight Factor (ADF) have been carried out in relation to this proposal.

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%. If a room has two or more windows of equal size, the average of their VSCs may be taken. The reference point is in the external plane of the window wall. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed.”

NSL assesses how light is cast into a room by examining the parts of the room where there would and would not be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures as occupiers would not notice such a reduction. For the purposes of the sensitivity analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include: The net glazed area of the window in question; The total area of the room surfaces (ceiling, walls, floor and windows); and the angle of visible sky reaching the window(s) in question

ADF makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use: Bedroom – 1% ADF; Living room – 1.5% ADF; Kitchen – 2% ADF. Where a room has multiple uses such as a living kitchen diner (LKD) or a studio apartment, the highest value is taken so in these cases the required ADF is 2%.

A key factor to be considered in relation to the 2nd and 3rd tests is that these assess daylight levels within a whole room rather than just that reaching an individual window and are therefore a more accurate reflection of any overall daylight loss.

The Guidance acknowledges that in a City Centre a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the standard target values should not be the norm in a city centre as this would result in very little development being built.

The assessment has been carried out on the basis of layout drawings for the surrounding buildings, however it has not been possible to access properties. Floor levels have also been assumed for the adjoining properties which dictates the level of the working plane relevant for the No Skyline assessment. Realistic worst-case assumptions have been applied.

Further advice is provided about the sensitivity of a window to change in order to understand the level of impact where the target values are not met. This location could be deemed to be one where different target values should be adapted. There should be an expectation that a higher degree of obstruction is inevitable in an area such as this, with modern high-rise buildings.

The windows in an urban location may be less sensitive to change, than those located in sub-urban, less dense areas. The existing windows are in a city centre location where there is an expectation for a higher density of development and they are considered to have a medium sensitivity, rather than a high sensitivity, which would relate to a suburban site. The significance of any effect is determined by the assessment of its magnitude against their sensitivity.

The impacts of the development within this context are set out below.

15 Newton Street

18/60 (30%) of windows do not meet the VSC daylight target however and 19/19 (100%) of rooms are compliant for NSL with the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target).

56 Dale Street

2 living rooms are affected one is served by 3 windows (4th floor apartment) and one by 6 windows(3rd floor apartment).

The 6 windows in the 3rd floor apartment do not meet the VSC daylight target but the room is compliant with the NSL BRE target

The 3 windows in the 4th floor apartment meets the VSC target but the room does not meet the NSL BRE target. However the reduction in that room is 24% compared with the 20% target.

Given the above, the effect on daylight is considered to be negligible given the city centre location and in terms of 56 Dale Street, the dense urban characteristic of this part of the Northern Quarter.

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to

block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March;
- Receives less than 0.8 times its former sunlight hours during either period; and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

As with daylight in a situation where sunlight to a window is reduced by over 20% (BRE target), it does not automatically mean that sunlight to that room will be insufficient it just means that the loss may be more noticeable to the occupier of that room.

For both 15 Newton Street and 56 Dale Street 100% of windows are compliant for APSH criteria against the BRE Target.

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

Additional Considerations

The buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context and it is generally acknowledged that when buying/renting properties in the heart of a city centre, amenity levels would less than could be expected in the suburbs.

Overall Impact on amenity of residents of 15 Newton Street and 56 Dale Street

Manchester has an identified need for additional hotel accommodation and the city centre has been identified as the most appropriate location for this type of development. The proposal would re-use of a brownfield site which has a negative impact on the surrounding townscape efficiently. It is considered on balance that the level of impact and the public benefits to be derived weigh heavily in favour of the proposal.

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. A Wind Microclimate report has focused on the impact on people using the site and the surrounding area using the Lawson Criteria, the recognised benchmark standard. This has been modelled using Computational Fluid Dynamics, adjusted with meteorological data from Manchester Airport, which simulates the wind effect and is an acceptable industry standard alternative to a wind tunnel test.

The report concludes that pedestrian level wind conditions in and around the existing site are expected to rate as safe and comfortable for all users. No significant cumulative effects with the future surrounding developments are expected. The streets around the site are expected to be suitable for pedestrians

Conditions on the 11th floor terrace would be suitable. The roof terrace may benefit from further development of the balustrades during the detailed design stages and final detail of this should be a condition.

Air Quality

An Air Quality Assessment notes that during construction dust and particulate matter may be emitted but any impact would be temporary, short term and of minor significance and minimised through construction environmental management techniques. A Construction Management Plan would require contractors' vehicles to be cleaned and the access roads swept daily.

The site is within an Air Quality Management Area (AQMA), which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from more vehicle movements. The hotel would be car free and would not significantly affect air quality. A condition would ensure that emissions from energy and/or heating plant would not impact on local air quality requiring the adoption of that good practice principles in design and operation. The development would not result in any significant air quality issues subject to any mitigation in discharge of conditions to be attached to any consent granted.

Noise and vibration

There could be short-term impacts during construction, especially during the demolition, piling and excavation phases. However, appropriate noise and vibration monitoring and management should ensure all impacts are minimised as far as reasonably practicable. The applicant and their contractors would work with the local authority and local communities to seek to minimise disruption.

There are no amenity issues that would impact on surrounding residential properties over and above those expected in the city centre. There would be no noticeable increases in traffic. All fixed plant and equipment and operational noise from commercial activities would be specified to meet the City Councils noise criteria. A noise assessment indicates glazing is capable of creating acceptable internal noise levels and acceptable internal noise levels are achievable through the selection of façade elements which would be secured a condition. The level of noise and any mitigation required for the operation of the ground café and bar and the rooftop amenity space and any plant and ventilation should be a condition.

The implementation of 'best practicable means' would minimise noise and vibration during construction such as observing hours of construction, selection of appropriate plant and equipment, the use of barriers and enclosures and the implementation of on-site management and monitoring of noise and vibration levels. The contractors would be required to engage directly with local residents and a Construction Management Plan would be required through a condition. .

TV and Radio reception

A pre-construction signal survey and reception impact assessment has determined the potential effects on the local reception of television and radio broadcast services. Due to the existing good coverage and the lack of antennas in any theoretical signal shadow zone, the hotel would not impact the reception of Freeview services. There is a possibility of interference to some satellite dishes on rooftops. The proposal is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

Should tower cranes cause interference on a greater scale than the completed development, this would be for the duration of time that the tower cranes are present.

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

The impact on daylight levels within some adjacent rooms would exceed BRE guidance but this has to be considered in a city centre context. Such impacts also need to be weighed in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

Increased footfall and improved lighting would improve security and surveillance. Greater Manchester Police confirm that the scheme should achieve Secured by Design accreditation and a condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit accept that no further archaeological work is necessary. However, 67 Piccadilly is of local historical significance and prior to the commencement of any soft-strip or demolition it should be the subject to an English Heritage Level 3 building survey and a condition is recommended.

Waste and Recycling

There would be dedicated recycling and refuse areas in the basement. The hotel management would move the bins to the collection area on Back Piccadilly on collection days. Level access would be provided between the bin store and the public highway. The number of bins for each waste stream complies with MCC standards.

Floor Risk and Drainage Strategy

The site is in Flood zone 1 and is low risk site for flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates. The proposal would not increase impermeable area and surface water runoff would be restricted to the permitted flow granted by United Utilities. Surface water would discharge to the public combined sewer on Gore Street subject to agreement with United Utilities. The final drainage design would be informed by site investigations and consultation with the statutory undertaker to confirm the appropriateness of discharging into the public sewer. There is a limited external space associated with the development and the geometry of the space is significantly constrained, and the magnitude of the development requires substantial foundations limiting drainage options internally at basement level. However, improvement of existing conditions can be achieved at roof level and the design allows for a combination of blue and/or green roof. This would be designed to restrict flow from the roof to the minimum practical level. This is anticipated to be 5 l/sec but subject to detailed specialist design of the roof system which accords with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

Any increase in foul water discharge would be insignificant in flood risk and drainage terms with foul and surface water flows discharged into the public sewer network.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. None of the habitats on the site are of ecological value in terms of their plant species and none are representative of natural or semi-natural habitats or are species-rich. There are no examples of Priority Habitat and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are on site.

The buildings are categorised as offering negligible suitability for both loft-dwelling and crevice-dwelling bat species. No bats or signs of bats were detected within the site in 2019 and 2020. The immediate habitat is poorly connected offering poor suitability for foraging and commuting bats despite Manchester city containing a number of roosts attributed to the Pipistrelle bats. GMEU however have noted that the Report is inconclusive about the presence of Pipistrelle bats and a condition which requires further investigation in relation to their presence should be attached. A flattened roof with shelter, protruding ledges/window cills, mantels and other miscellaneous architecture could offer potential nesting opportunities for black redstarts or Peregrine Falcons. If work is undertaken during March-September a final inspection of the roof is recommended immediately prior to the commencement of any demolition works; this should be carried out by a suitably experienced ecologist with knowledge of peregrine and black redstart nesting preference and can be secured through a condition.

The planting of street trees, the pocket square and blue / green roof along a requirement for the provision of bat and bird boxes would secure improvement to biodiversity and help to form corridors which enable natural migration through the site. The increase in overall green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

Contaminated Land Issues

A Phase 1 Preliminary Risk Assessment has identified potential contamination sources, pathways and receptors. Made ground associated with the construction of the existing buildings and in the surrounding area could have been contaminated by historic processes, infilled land and mobile ground gas. Therefore, further investigative works in the form of as a minimum a Phase 2 investigation is recommended to quantify any risk and identify appropriate mitigation. This should be secured by a condition.

Disabled access – The building would be fully accessible. The hotel would have 9 accessible rooms (6%) spread across all floors. The hotel would ensure that inclusive access is available at each level for occupants and visitors. There would be step free routes to all parts of the development and lift access would meet statutory requirements. Entrances to the hotel and retail units would be clearly identifiable and have level access.

Ceiling track hoists would be included within 1 of the accessible rooms. A condition would require the level of demand to be monitored for a 12 month period to establish if further hoists are required.

Local Labour - A Local Labour Agreement document confirms that opportunities would be maximised and this would be secured by planning conditions. The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Attract new visitors to this part of the City Centre, which would increase local expenditure and in particular, in the independent cafes, bars, restaurants and shops close to the Site;
- Promote regeneration in other areas of the City Centre and beyond;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions through the building design. It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted.

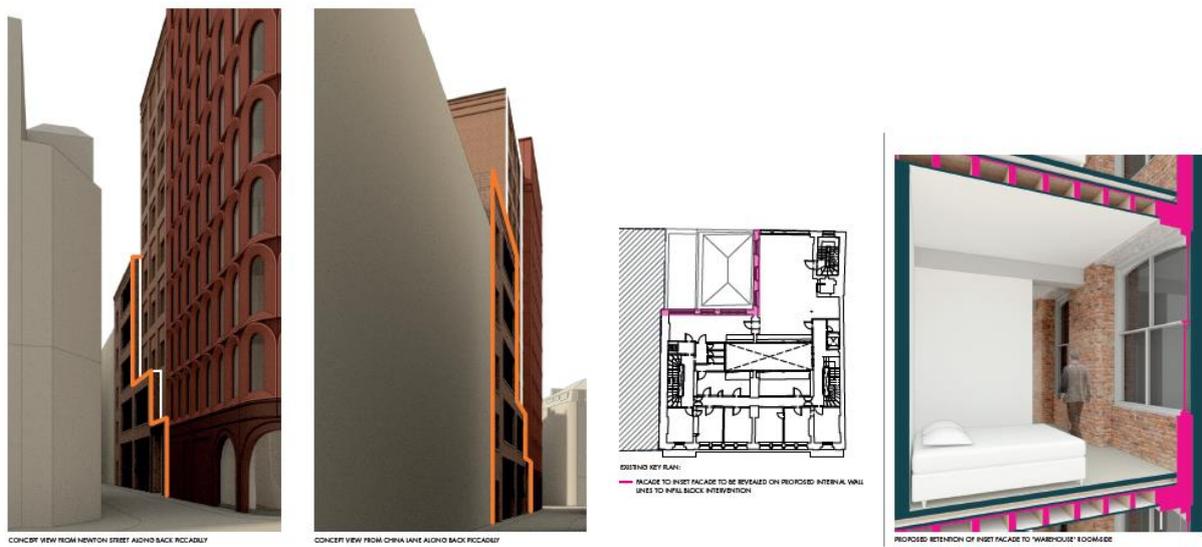
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner

Response to Victorian Society Comments

The infill is necessary to make the development viable and allow the largely vacant listed building to be refurbished and brought back into use. The infill would be set back from the main building line to reveal the original form and allow an understanding of the void that was in this location such that it would be read as a clear intervention that is subordinate to the Listed building. The original façade would be revealed within the hotel rooms. The only alternative to the infill would be to have a taller building on the site of 67 Piccadilly which would require an additional 3 storeys of accommodation.

A further option considered an increased set-back to reveal more of the inset facade. However, this had significant implications on viability as 2 rooms were lost per floor on the Infill Block resulting in increased height to the Corner Block (see B, left). This additional height would have a dominant impact on the block and conservation area.

The hotel accommodation within the rear of no.69-75 Piccadilly would offer warehouse-style rooms that reveal the facade within the internal space to characterise and represent the original form (see image left). This would include refurbished; brickwork and fixed-shut windows.



Impact of Covid 19

During the latter stages of the preparation of this planning application, the impacts of Covid-19 have been felt globally. Most countries expect growth and recovery to become embedded by 2023 at the very latest and stimulus programmes are geared to accelerate recovery before then. Other major investments continue to come forward in the City and the investment proposed remains fully committed.

Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposals would be consistent with a number of the GM Strategy's key growth priorities and would promote and support sustainable economic growth. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating a building of the scale and massing in order to deliver a viable development proposed whilst avoiding any substantial harm to the setting of adjacent listed buildings or Stevenson Square Conservation Area.

The proposal would establish a sense of place, would be visually attractive, sympathetic to local character and would optimise the use of the site and would meet with the requirements of paragraph 127 of the NPPF.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the report and would be sought jointly and simultaneously. The current site does not deliver fully on these objectives and has not done for some time.

The NPPF (Paragraphs 192, 193 and 196) requires that all grades of harm to a designated heritage asset are justified on the grounds of public benefits that outweigh that harm. Paragraph 197 requires in the case of applications which directly affect non designated heritage assets a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

The setting of the listed Halls Building and the character of the adjacent Conservation Areas is currently undermined by the sites appearance. The loss of 67 Piccadilly and the infill would cause less than substantial harm. It is considered that in terms of delivering a development on the site which is viable, the demolition and infill to the rear would on balance be the less harmful solution in terms of impact on the character of the Conservation Area and setting of Listed Buildings that other viable alternatives. The level of harm is justified by the public benefits derived from the comprehensive redevelopment of the site. These benefits would endure for the wider community and not just for private individuals or corporations

There is policy support for the proposals. There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to

preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

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

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

Recommendation

127538/FO/2020 : **APPROVE**

127539/LO/2020 : **APPROVE**

Article 35 Declaration : 127538/FO/2020

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

Conditions to be attached to the decision : 127538/FO/2020

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

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

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

(a) Site Plan 1936-FCBS-ZZ-SP-PL-A-01SP and Location Plan 1936-FCBS-ZZ-XX-PL-A-0001;

(b) Dwgs 1936-FCBS-ZZ-SP-PL-A-05SP, 1936-FCBS-ZZ-B2-PL-A-05B2, 1936-FCBS-ZZ-B1-PL-A-05B1, 1936-FCBS-ZZ-GF-PL-A-05GF, 1936-FCBS-ZZ-01-PL-A-0501, 1936-FCBS-ZZ-02-PL-A-0502, 1936-FCBS-ZZ-03-PL-A-0503, 1936-FCBS-ZZ-04-PL-A-0504, 1936-FCBS-ZZ-05-PL-A-0505, 1936-FCBS-ZZ-06-PL-A-0506, 1936-FCBS-ZZ-07-PL-A-0507, 1936-FCBS-ZZ-08-PL-A-0508, 1936-FCBS-ZZ-09-PL-A-0509, 1936-FCBS-ZZ-10-PL-A-0510, 1936-FCBS-ZZ-RF-PL-A-05RF, 1936-FCBS-ZZ-ZZ-PL-A-0701, 1936-FCBS-ZZ-ZZ-PL-A-0702, 1936-FCBS-ZZ-ZZ-PL-A-0703, 1936-FCBS-ZZ-ZZ-PL-A-0801, 1936-FCBS-ZZ-ZZ-PL-A-0802, 1936-FCBS-ZZ-ZZ-PL-A-0803, 1936-FCBS-ZZ-ZZ-PL-A-0804, 1936-FCBS-ZZ-ZZ-PL-A-0805 and 1936-FCBS-ZZ-ZZ-PL-A-0806;

(c) Dwgs 1936-FCBS-ZC-ZZ-PL-A-0901, 1936-FCBS-ZC-10-PL-A-0902, 1936-FCBS-ZC-GF-PL-A-0903, 1936-FCBS-ZC-ZZ-PL-A-0904, 1936-FCBS-ZC-10-PL-A-0905, 1936-FCBS-ZB-ZZ-PL-A-0911 and 1936-FCBS-ZB-09-PL-A-0912;

(d) Illustrative Views 1936-FCBS-ZZ-ZZ-PL-A-0951, 1936-FCBS-ZZ-ZZ-PL-A-0952, 1936-FCBS-ZZ-ZZ-PL-A-0953, 1936-FCBS-ZZ-ZZ-PL-A-0954, 1936-FCBS-ZZ-ZZ-PL-A-0955 and 1936-FCBS-ZZ-ZZ-PL-A-0956;

(e) Survey Plans 1936-FCBS-ZA-B2-PL-A-10B2, 1936-FCBS-ZA-B1-PL-A-10B1, 1936-FCBS-ZA-GF-PL-A-10GF, 1936-FCBS-ZA-01-PL-A-1001, 1936-FCBS-ZA-02-PL-A-1002, 1936-FCBS-ZA-03-PL-A-1003, 1936-FCBS-ZA-04-PL-A-1004 and 1936-FCBS-ZA-RF-PL-A-10RF;

(f) Preparation Plans 1936-FCBS-ZA-B2-PL-A-11B2, 1936-FCBS-ZA-B1-PL-A-11B1, 1936-FCBS-ZA-GF-PL-A-11GF, 1936-FCBS-ZA-01-PL-A-1101, 1936-FCBS-ZA-02-PL-A-1102, 1936-FCBS-ZA-03-PL-A-1103, 1936-FCBS-ZA-04-PL-A-1104 and 1936-FCBS-ZA-RF-PL-A-11RF;

(g) Intervention Plans 1936-FCBS-ZA-B2-PL-A-12B2, 1936-FCBS-ZA-B1-PL-A-12B1, 1936-FCBS-ZA-GF-PL-A-12GF, 1936-FCBS-ZA-01-PL-A-1201, 1936-FCBS-ZA-02-PL-A-1202, 1936-FCBS-ZA-03-PL-A-1203, 1936-FCBS-ZA-04-PL-A-1204 and 1936-FCBS-ZA-RF-PL-A-12RF;

(h) Intervention Sections 1936-FCBS-ZA-ZZ-PL-A-1403, 1936-FCBS-ZA-ZZ-PL-A-1411 and 1936-FCBS-ZA-ZZ-PL-A-1421;

(i) Intervention Elevations 1936-FCBS-ZA-ZZ-DR-A-1503, 1936-FCBS-ZA-ZZ-DR-A-1505 and 1936-FCBS-ZA-ZZ-DR-A-1507;

(j) Sections (c) and (d) of the Materials New Build Section of the Deloitte Design Response Tracker 30 10 20 and 1936-5-SKETCH-Stage 2-Response to Planning Design Queries_201102

(k) Sections 6.6.1 - 6.6.5 (Hotel Operation) , 8.00 (Design Strategies), 7.1 and 10.2 (Accommodation Schedules) of the PICCADILLY HOTEL, 67-75 PICCADILLY / 4-6 NEWTON STREET, MANCHESTER, DESIGN AND ACCESS STATEMENT JULY 2020 by FCBS;

(l) 67 - 75 Piccadilly / 4 - 6 Newton Street, Waste Management and Servicing Strategy Curtins Ref: 71462-CUR-00-XX-RP-TP-003
Revision: V03 Issue Date: 17 July 2020 (Refuse Storage , management and capacity only) as amended by 71462 CUR 00 XX DR TP 75010 Rev P03;

(m) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version C dated

(n) Recommendations within Clancy Consulting, Drainage Strategy, 67-75 Piccadilly / 4-6 Newton St, Manchester, 17th July 2020, 1/20573/REP/004 Rev P2;

(o) Recommendations / measures within 67 - 75 PICCADILLY / 4 - 6 NEWTON STREET, MANCHESTER, Proposed Hotel, Air Quality Assessment Prepared for: Crookes Walker Consulting

(p) 67 - 75 Piccadilly / 4 - 6 Newton Street, Interim Travel Plan, Curtins Ref: 71462-CUR-00-XX-RP-TP-002, Revision: V03
Issue Date: 17 July 2020

(q) Measures detailed within PICCADILLY HOTEL, MANCHESTER, ENVIRONMENTAL STANDARDS AND ENERGY STATEMENT JULY 2020 REF: 2018.222;

(r) Pestana Hotels OPERATIONAL MANAGEMENT STRATEGY FOR PICCADILLY HOTEL PART OF PROPOSALS FOR 67-75 PICCADILLY /4-6 NEWTON STREET MANCHESTER 13th JULY 2020;

(s) Crosby Grainger Architects Condition Survey 2019; and

(t) 1936-7-SCHED-Material Schedule_200716

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

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

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City

of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

4) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

New Build and Infill -Samples and specifications of all materials as set out in Material Schedule Rev A prepared by FCB received on 10.11.20 to be used on all external elevations, drawings to illustrate details of full sized sample panels that will be produced. The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

Listed Building - a programme for providing Details of all internal and external materials;

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

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

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

5) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining

what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety. Pursuant to policies DM1 and EN18 of the Core Strategy.

6) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Mitigation against risk of accidental spillages into watercourses
- *A detailed demolition method statement and vibration monitoring, to ensure protection of listed building during demolition and construction works and fit out works
- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

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

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

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

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

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

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

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

9) Before development commences the following details shall be submitted to an approved in writing by the City Council as Local Planning Authority:

A room by room inventory of features / fixed heritage assets and what is intended for their retention / reuse and a strategy for how any existing / original features including original partitions will be reused in the scheme which should include the reuse/ repair and refurbishment of original doors; and

Reason - To provide a record of any archaeological remains and of the listed building's appearance and condition before works commence, in accordance with

saved policy DC20 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

10) Notwithstanding the drawings approved in condition 2, prior to the commencement of development details of the following shall be submitted to and agreed in writing by the City Council as local planning authority:

(a) A schedule of any intrusive investigations and mitigation/ repair including details of the need for the works, the number, sizes, locations and method statement for each task including building protection works;

(b) A schedule of paint sampling including all painted surfaces such as the staircases, windows, walls and ceilings and panelling (which may have originally been a exposed wood finish)as a record and in order to inform the proposed decoration,;

(c)Method statement for removal of any fabric as part of any strip out works (including original floor, wall, ceiling finishes) exposed during strip out works within 69-75 Piccadilly for (a) the ground floor and (b) the upper levels (which shall be subject to a watching brief) and for; any proposals to repair fabric or structural works / repairs;

(d) Full details of all of the proposed structural works, fire treatment, floor protection, detailed investigation works and structural repairs to staircases including those as outlined in the supporting structural engineers report;

(e) Full scaled drawn details of M & E (Air conditioning and other internal and external plant) including elevations, sections and reflective ceiling plans; and

(f) Final lightwell design and reinstatement;

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 so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy

11) Notwithstanding the details within condition 2 (d) and the Crosby Grainger Architects Condition Survey 2019 (sections 2,3 and 4) no development shall commence in relation to the following items within the building pertaining to the approved change of use unless and until final details (including where appropriate specification and method statement) or revised / updated specification and schedule of works in relation to the following have been submitted to and approved in writing by the City Council as Local Planning Authority subject to validation on site:

(a)Works requiring immediate attention/investigation;

(b)Works Strategy: Elevations;

(c)Works Strategy: Roof;

(d)Works Strategy: Basement Floors;

- (e) Works Strategy: Floors 1-3;
- (f) Works Strategy: Floor 4
- (g) Works Strategy: Lightwell
- (h) Works Strategy: Stairwells
- (i) South Elevation (front, on to Piccadilly)
- (j) West Elevation (side, rear)
- (k) North Elevation (rear, onto Back Piccadilly)
- (l) Roof Level
- (m) B2 Sub Basement
- (n) F1 First Floor
- (o) F2 Second Floor
- (p) F3 Third Floor
- (q) F4 Fourth Floor
- (r) E Lightwell Elevations
- (s) S Stairwells
- (t) S1 Stairwell 1
- (u) S2 Stairwell 2
- (v) S3 Stairwell 3
- (x) Ceilings including repair and reinstatement of cornices;
- (y) Repair and relocation / reuse of fixtures and fittings and miscellaneous heritage items;
- (z) Reuse and repair of cast iron fireplaces;
- (aa) Lath and plaster wall repair and reinstatement;
- (bb) Window repair, reinstatement, replacement; and
- (cc) Reuse and repair of panelled doors and associated fixture and fittings

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

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

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

- (a) Installation of shop front - final details of the shop front and signage zone design to ground floor unit 69-75 Piccadilly;
- (b) Internal hotel fit out including all finishes (to be informed by (b) above) and fixtures and fittings;
- (c) Details of the bulkheads;

- (d) Details of repairs and upgrade of existing roof;
- (e) Details of the New rooflight design, specification and details (These should be to a conservation specification and be low profile);
- (f) Details of secondary glazing;
- (g) Details and strategy for reusing original panelled / glazed doors to the new en-suites;
- (h) Details of the ground floor door opening in original panelling through to 67 Piccadilly and associated partitioning in this area;
- (i) Full details of how the staircase landing and handrail is being raised and modified and the interface with existing features and detailed works to repair staircases including the stone cantilevered staircase to basement;
- (j) Details of the work benches and raking 'scoop' feature (with a view to try and retain elements of this design or look at an adaptation in the same way as the benches to respect existing fabric and this element of the original design) including final details of the proposed joinery work to modify these features as well and details of their repair and restoration;
- (k) Details of new openings to form lift lobbies
- (l) A schedule of removal of redundant signs and external fixtures and fittings and details and including method statements for repair work and making good to external elevations;
- (m) Details of any proposed damproofing;
- (n) A strategy for the location and detailing of all building services including electrics and plumbing, telecommunications, fire/security alarms, any aerials and CCTV cameras (and associated cabling and equipment);

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

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

13) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The

approved scheme shall be implemented in full before use of the hotel first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

14) No development shall take place until surface water drainage works details have been submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

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

*Utilisation of green/blue roof solutions as per the Clancy Consulting, Drainage Strategy, 67-75 Piccadilly / 4-6 Newton St, Manchester, 17th July 2020, 1/20573/REP/004 Rev P2

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

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

*Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to Core Strategy policies EN08 and EN14

The development shall be constructed in accordance with the approved details within an agreed timescale.

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

(a) Verification report providing photographic evidence of construction as per design drawings;

(b) As built construction drawings if different from design construction drawings;

(c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or

any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

16) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works for each Phase (a) Phase 1, (b) Phase 2 and (c) Phase 3 as shown in dwgs numbered 2187-PLA-XX-XX-DR-L-1002, 2187-PLA-XX-XX-DR-L-1004 and 2187-PLA-XX-XX-DR-L-1005 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;
- (c) Details to demonstrate and agree the scope of tree planting within the site perimeter (Newton Street / Piccadilly) including the carrying out of trial pits to demonstrate feasibility;
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;
- (e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;
- (f) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);
- (g) Green / Green /Blue Roof; and
- (h) A management strategy for the external flexible amenity area at roof level including hours during which this area would be open to residents / members of the public;

The details shall then be submitted and / or carried out in accordance with the approved programme and approved details.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

Phase 1 shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

17) Prior to occupation of the development a scheme for the acoustic insulation of any plant or externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26

18) Before the development commences a scheme for acoustically insulating and mechanically ventilating (a) the hotel,(b) the ground floor bar / restaurant and a (c) basement gym / fitness centre against noise from adjacent roads and any noise transfer from the bar/ restaurant use to the hotel rooms above, shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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

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

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

19) No soft-strip, demolition or development groundworks shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works. This programme of works will be undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and agreed with the Local Planning Authority's archaeological advisors, GMAAS. The WSI shall cover the following:

1. A phased programme to include:
 - building survey (HE level 3)
 - watching brief during soft-strip/ demolition of the building
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the heritage interest represented.
3. A scheme to disseminate the results that is commensurate with their significance
4. Provision for archive deposition of the report, finds and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible

20) Notwithstanding the conclusions within the Inspection and Assessment in Relation to Bats & Breeding Birds (Tyrer Ecological Consultants, 27 March 2019) and updated Site Visit to check ecological status-quo of the 2019 Ecological Report (Tyrer Ecological Consultants, letter 25th June 2020), before development commences a qualified ecologist or appointed ecological clerk of works (EcOW) should carry out a further site visit within the current active season of bats (May-August 2020), in order to assess the hole below fascia closely using torch and/or endoscope, provide a conclusive level of roost potential and determine the correct protocol on which to proceed. To gain access to the feature area of the structure identified, the applicant should arrange safe access made through use of a hydraulic crane with a railed platform (Cherry picker) manned by a licenced operative. During the assessment the ecologist or appointed EcOW will assess the gap, determine the value of the potential roost feature, assess any other areas of interest along the fascia, and make further recommendations in relation to protection or mitigation measures to be submitted to and approved in writing by the City Council as Local Planning Authority prior to commencement of development.

Reason

In the interests of the protection of bat roosts and to ensure that any internal or external works to the property are in danger of disturbing bats or altering the current conditions for bat roosting as bats and their roosts are protected at all times (Habitats

Directive 2017 and Wildlife & Countryside Act 1981), even where a roost is unoccupied. Pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

21) The development shall be carried out in accordance with sections 3,4,5,6 and 7 the Crime Impact Statement Version B dated 14-05-20. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

22) The window(s) at ground level, fronting onto Piccadilly, Newton Street and Back Piccadilly shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

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

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

24) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before the development hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

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

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

26) No part of the development shall be occupied unless and until details of a parking management strategy for hotel guests has been submitted to and approved in writing by the City Council as Local Planning Authority. Any approved Strategy 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.

27) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority as detailed within the 67 - 75 Piccadilly / 4 - 6 Newton Street, Interim Travel Plan, Curtins Ref: 71462-CUR-00-XX-RP-TP-002, Revision: V03, Issue Date: 17 July 2020 . In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those guests or employees of the development
- ii) a commitment to surveying the travel patterns of guests or employees 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.

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

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

29) Before any part of the development hereby approved is first occupied details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority

A service management plan to detail final arrangements in relation to both refuse collection and deliveries. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading.

The development shall thereafter be fully implemented in accordance with these details.

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy.

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

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

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

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

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

31) Prior to the first use of the hotel hereby approved commencing, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- (a) Loading bays;
- (b) Amendments to the existing TROs;
- (c) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel element within the final phase of the development hereby approved.

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).

32) On commencement of the hotel use provision of hoists within the rooms for disabled people shall be on the basis of 1 track hoist . Final details of the number of mobile and ceiling mounted hoists shall be submitted to an agreed in writing not more than 12 months following the use of the hotel commencing. The details shall include an evidence based assessment/evaluation of the demand for this facility by guests. The approved details shall be fully implemented and retained thereafter.

The development hereby approved shall include for full disabled access to be provided to all publically accessible communal areas areas of the hotel and identified accessible rooms via the main entrances and to the floors above via lifts.

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

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

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

34) Before any use of the ground floor (a) Bar/ Restaurant and (b) Basement Gym / Fitness Centre use hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

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

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

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

36) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1

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

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

38) Prior to first occupation of the building, the applicant shall provide a commitment, to be agreed with the City Council, as local planning authority, that ensures that the parking needs of all disabled guests are met at a reasonable cost.

Reason - To ensure that the requirements of disabled guests are met in relation to parking and access, pursuant policies T1, T2 and DM1 of the Manchester Core Strategy.

39) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Article 35 Declaration : 127538/LO/2020

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

Conditions to be attached to the decision : 127539/LO/2020

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

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

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

(a) Site Plan 1936-FCBS-ZZ-SP-PL-A-01SP and Location Plan 1936-FCBS-ZZ-XX-PL-A-0001;

(b) Dwgs 1936-FCBS-ZZ-SP-PL-A-05SP, 1936-FCBS-ZZ-B2-PL-A-05B2, 1936-FCBS-ZZ-B1-PL-A-05B1, 1936-FCBS-ZZ-GF-PL-A-05GF, 1936-FCBS-ZZ-01-PL-A-0501, 1936-FCBS-ZZ-02-PL-A-0502, 1936-FCBS-ZZ-03-PL-A-0503, 1936-FCBS-ZZ-04-PL-A-0504, 1936-FCBS-ZZ-05-PL-A-0505, 1936-FCBS-ZZ-06-PL-A-0506, 1936-FCBS-ZZ-07-PL-A-0507, 1936-FCBS-ZZ-08-PL-A-0508, 1936-FCBS-ZZ-09-PL-A-0509, 1936-FCBS-ZZ-10-PL-A-0510, 1936-FCBS-ZZ-RF-PL-A-05RF, 1936-FCBS-ZZ-ZZ-PL-A-0701, 1936-FCBS-ZZ-ZZ-PL-A-0702, 1936-FCBS-ZZ-ZZ-PL-A-0703, 1936-FCBS-ZZ-ZZ-PL-A-0801, 1936-FCBS-ZZ-ZZ-PL-A-0802, 1936-FCBS-ZZ-ZZ-PL-A-0803, 1936-FCBS-ZZ-ZZ-PL-A-0804, 1936-FCBS-ZZ-ZZ-PL-A-0805 and 1936-FCBS-ZZ-ZZ-PL-A-0806;

(c) Dwgs 1936-FCBS-ZC-ZZ-PL-A-0901, 1936-FCBS-ZC-10-PL-A-0902, 1936-FCBS-ZC-GF-PL-A-0903, 1936-FCBS-ZC-ZZ-PL-A-0904, 1936-FCBS-ZC-10-PL-A-0905, 1936-FCBS-ZB-ZZ-PL-A-0911 and 1936-FCBS-ZB-09-PL-A-0912;

(d) Illustrative Views 1936-FCBS-ZZ-ZZ-PL-A-0951, 1936-FCBS-ZZ-ZZ-PL-A-0952, 1936-FCBS-ZZ-ZZ-PL-A-0953, 1936-FCBS-ZZ-ZZ-PL-A-0954, 1936-FCBS-ZZ-ZZ-PL-A-0955 and 1936-FCBS-ZZ-ZZ-PL-A-0956;

(e) Survey Plans 1936-FCBS-ZA-B2-PL-A-10B2, 1936-FCBS-ZA-B1-PL-A-10B1, 1936-FCBS-ZA-GF-PL-A-10GF, 1936-FCBS-ZA-01-PL-A-1001, 1936-FCBS-ZA-02-PL-A-1002, 1936-FCBS-ZA-03-PL-A-1003, 1936-FCBS-ZA-04-PL-A-1004 and 1936-FCBS-ZA-RF-PL-A-10RF;

(f) Preparation Plans 1936-FCBS-ZA-B2-PL-A-11B2, 1936-FCBS-ZA-B1-PL-A-11B1, 1936-FCBS-ZA-GF-PL-A-11GF, 1936-FCBS-ZA-01-PL-A-1101, 1936-FCBS-ZA-02-PL-A-1102, 1936-FCBS-ZA-03-PL-A-1103, 1936-FCBS-ZA-04-PL-A-1104 and 1936-FCBS-ZA-RF-PL-A-11RF;

(g) Intervention Plans 1936-FCBS-ZA-B2-PL-A-12B2, 1936-FCBS-ZA-B1-PL-A-12B1, 1936-FCBS-ZA-GF-PL-A-12GF, 1936-FCBS-ZA-01-PL-A-1201, 1936-FCBS-ZA-02-PL-A-1202, 1936-FCBS-ZA-03-PL-A-1203, 1936-FCBS-ZA-04-PL-A-1204 and 1936-FCBS-ZA-RF-PL-A-12RF;

(h) Intervention Sections 1936-FCBS-ZA-ZZ-PL-A-1403, 1936-FCBS-ZA-ZZ-PL-A-1411 and 1936-FCBS-ZA-ZZ-PL-A-1421;

(i) Intervention Elevations 1936-FCBS-ZA-ZZ-DR-A-1503, 1936-FCBS-ZA-ZZ-DR-A-1505 and 1936-FCBS-ZA-ZZ-DR-A-1507;

(j) Sections (c) and (d) of the Materials New Build Section of the Deloitte Design Response Tracker 30 10 20 and 1936-5-SKETCH-Stage 2-Response to Planning Design Queries_201102

(k) Sections 6.6.1 - 6.6.5 (Hotel Operation) , 8.00 (Design Strategies), 7.1 and 10.2 (Accommodation Schedules) of the PICCADILLY HOTEL, 67-75 PICCADILLY / 4-6 NEWTON STREET, MANCHESTER, DESIGN AND ACCESS STATEMENT JULY 2020 by FCBS;

(l) 67 - 75 Piccadilly / 4 - 6 Newton Street, Waste Management and Servicing Strategy Curtins Ref: 71462-CUR-00-XX-RP-TP-003
Revision: V03 Issue Date: 17 July 2020 (Refuse Storage , management and capacity only) as amended by 71462 CUR 00 XX DR TP 75010 Rev P03;

(m) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version C dated

(n) Recommendations within Clancy Consulting, Drainage Strategy, 67-75 Piccadilly / 4-6 Newton St, Manchester, 17th July 2020, 1/20573/REP/004 Rev P2;

(o) Recommendations / measures within 67 - 75 PICCADILLY / 4 - 6 NEWTON STREET, MANCHESTER, Proposed Hotel, Air Quality Assessment Prepared for: Crookes Walker Consulting

(p) 67 - 75 Piccadilly / 4 - 6 Newton Street, Interim Travel Plan, Curtins Ref: 71462-CUR-00-XX-RP-TP-002, Revision: V03
Issue Date: 17 July 2020

(q) Measures detailed within PICCADILLY HOTEL, MANCHESTER, ENVIRONMENTAL STANDARDS AND ENERGY STATEMENT JULY 2020 REF: 2018.222;

(r) Pestana Hotels OPERATIONAL MANAGEMENT STRATEGY FOR PICCADILLY HOTEL PART OF PROPOSALS FOR 67-75 PICCADILLY /4-6 NEWTON STREET MANCHESTER 13th JULY 2020;

(s) Crosby Grainger Architects Condition Survey 2019; and

(t) 1936-7-SCHED-Material Schedule_200716

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

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

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

4) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

New Build and Infill -Samples and specifications of all materials as set out in Material Schedule Rev A prepared by FCB received on 10.11.20 to be used on all external elevations, drawings to illustrate details of full sized sample panels that will be produced. The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

Listed Building - a programme for providing Details of all internal and external materials;

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

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

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

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

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

6) Before development commences the following details shall be submitted to an approved in writing by the City Council as Local Planning Authority:

A room by room inventory of features / fixed heritage assets and what is intended for their retention / reuse and a strategy for how any existing / original features including original partitions will be reused in the scheme which should include the reuse/ repair and refurbishment of original doors; and

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

7) Notwithstanding the drawings approved in condition 2, prior to the commencement of development details of the following shall be submitted to and agreed in writing by the City Council as local planning authority:

(a) A schedule of any intrusive investigations and mitigation/ repair including details of the need for the works, the number, sizes, locations and method statement for each task including building protection works;

(b) A schedule of paint sampling including all painted surfaces such as the staircases, windows, walls and ceilings and panelling (which may have originally been a exposed wood finish)as a record and in order to inform the proposed decoration,;

(c)Method statement for removal of any fabric as part of any strip out works (including original floor, wall, ceiling finishes) exposed during strip out works within 69-75 Piccadilly for (a) the ground floor and (b) the upper levels (which shall be subject to a watching brief) and for; any proposals to repair fabric or structural works / repairs;

(d) Full details of all of the proposed structural works, fire treatment, floor protection, detailed investigation works and structural repairs to staircases including those as outlined in the supporting structural engineers report;

(e) Full scaled drawn details of M & E (Air conditioning and other internal and external plant) including elevations, sections and reflective ceiling plans; and

(f) Final lightwell design and reinstatement;

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 so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy

8) Notwithstanding the details within condition 2 (d) and the Crosby Grainger Architects Condition Survey 2019 (sections 2,3 and 4) no development shall commence in relation to the following items within the building pertaining to the approved change of use unless and until final details (including where appropriate specification and method statement) or revised / updated specification and schedule of works in relation to the following have been submitted to and approved in writing by the City Council as Local Planning Authority subject to validation on site:

(a)Works requiring immediate attention/investigation;

(b)Works Strategy: Elevations;

(c)Works Strategy: Roof;

(d)Works Strategy: Basement Floors;

(e)Works Strategy: Floors 1-3;

(f) Works Strategy: Floor 4

(g)Works Strategy: Lightwell

(h)Works Strategy: Stairwells

(i)South Elevation (front, on to Piccadilly)

(j)West Elevation (side, rear)

(k)North Elevation (rear, onto Back Piccadilly)

- (l)Roof Level
- (m)B2 Sub Basement
- (n)F1 First Floor
- (o)F2 Second Floor
- (p)F3 Third Floor
- (q)F4 Fourth Floor
- (r)E Lightwell Elevations
- (s)S Stairwells
- (t)S1 Stairwell 1
- (u)S2 Stairwell 2
- (v)S3 Stairwell 3
- (x) Ceilings including repair and reinstatement of cornices;
- (y) Repair and relocation / reuse of fixtures and fittings and miscellaneous heritage items;
- (z)Reuse and repair of cast iron fireplaces;
- (aa)Lath and plaster wall repair and reinstatement;
- (bb)Window repair, reinstatement, replacement;and
- (cc)Reuse and repair of panelled doors and associated fixture and fittings

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

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

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

- (a) Installation of shop front - final details of the shop front and signage zone design to ground floor unit 69-75 Piccadilly;
- (b) Internal hotel fit out including all finishes (to be informed by (b) above) and fixtures and fittings;
- (c) Details of the bulkheads;
- (d) Details of repairs and upgrade of existing roof;
- (e)Details of the New rooflight design, specification and details (These should be to a conservation specification and be low profile);
- (f) Details of secondary glazing;

(g) Details and strategy for reusing original panelled / glazed doors to the new en-suites;

(h) Details of the ground floor door opening in original panelling through to 67 Piccadilly and associated partitioning in this area;

(i) Full details of how the staircase landing and handrail is being raised and modified and the interface with existing features and detailed works to repair staircases including the stone cantilevered staircase to basement;

(j) Details of the work benches and raking 'scoop' feature (with a view to try and retain elements of this design or look at an adaptation in the same way as the benches to respect existing fabric and this element of the original design) including final details of the proposed joinery work to modify these features as well and details of their repair and restoration;

(k) Details of new openings to form lift lobbies

(l) A schedule of removal of redundant signs and external fixtures and fittings and details and including method statements for repair work and making good to external elevations;

(m) Details of any proposed damproofing;

(n) A strategy for the location and detailing of all building services including electrics and plumbing, telecommunications, fire/security alarms, any aerials and CCTV cameras (and associated cabling and equipment);

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

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

10) No soft-strip, demolition or development groundworks shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works. This programme of works will be undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and agreed with the Local Planning Authority's archaeological advisors, GMAAS. The WSI shall cover the following:

1. A phased programme to include:

- building survey (HE level 3)
- watching brief during soft-strip/ demolition of the building

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds

- production of a final report on the significance of the heritage interest represented.
- 3. A scheme to disseminate the results that is commensurate with their significance
- 4. Provision for archive deposition of the report, finds and records of the site investigation.
- 5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 127538/FO/2020 and 127539/LO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

127538

**Highway Services
Environmental Health
Oliver West (Sustainable Travel)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Environmental Health
MCC Flood Risk Management
Highway Services
Oliver West (Sustainable Travel)
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Counter Terrorism SA
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
United Utilities Water PLC
Counter Terrorism SA**

127539

**Historic England (North West)
National Amenity Societies**

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

Representations were received from the following third parties: None

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