Application Number: 099250/FO/2012/C2  Date of Appln: 30th Apr 2012  Committee Date: 28th Jun 2012  Ward: City Centre Ward

Proposal: Erection of part 7 part 14 storey, 330 bed hotel (Use Class C1) over an existing basement with associated bar and breakfast facilities following the demolition of existing buildings.

Location: Motel One Hotel Development, 34 London Road, Piccadilly, Manchester, M1 2PF.

Applicant: Mr Richard Goodwin, Livia Ltd, Buckingham Gate, London, SW1E 6PE.

Agent: Mr Tom Goldthorpe, Hodder and Partners, SGI Studios, 1 Kelso Place, Manchester, M15 4LE.

Description:

The Piccadilly Area has undergone a significant transformation over the past decade involving significant levels of public and private sector investment. Major redevelopment schemes have taken place at Piccadilly Gardens, Piccadilly Basin and Piccadilly Station. In addition to this, Piccadilly Place has been created immediately to the north of the application site.

This application relates to an L shaped site, immediately opposite Piccadilly Station with frontages to London Road and Whitworth Street. The site wraps around Monroe’s Public House, on the corner of London Road and Whitworth Street, and is occupied by 5 buildings, incorporating nos 2, 4, 6 Whitworth Street, a Mill Building to the rear of the site and no 34 London Road.

34 London Road is a four-storey building, built in the late nineteenth century that is now occupied by the Hotel International. The Mill Building to the rear was built in the mid-nineteenth century and its upper three storeys are partially used as storage for the hotel. No. 2 Whitworth Street is a four storey building linked internally to 34 London Road that contains 18 hotel bedrooms and offices. 4 Whitworth Street is linked to 2 Whitworth Street and contains 7 hotel bedrooms and a taxi office at ground floor. 6 Whitworth Street is a three-storey warehouse dating from the late nineteenth century and its upper floors are vacant. The basements to the buildings contain a number of interconnecting rooms which have been used for many years as nightclubs. It was the venue for the Twisted Wheel nightclub between 1965 and 1971.

The Twisted Wheel moved from its original home on Brazennose Street and is known as one of the first venues to play Northern Soul music. In the last decade, a Twisted Wheel revival night has been held regularly in the club that celebrates the music of the original venue.

To the north of the application site is 3 Piccadilly Place, a modern 12 storey office building, while to the south, on the opposite side of the Whitworth Street is London Road Fire and Police Station, a Grade II* listed building. Directly adjacent to the west, on Whitworth Street a 8 storey residential building while further west along Whitworth Street is 5 Piccadilly Place, an 11 storey residential building known as
The Hub. The Whitworth Street Conservation Area is immediately to the south and west of the site and of the former London Road Fire Station building, a grade 2* listed building is on the opposite side of Whitworth Street.

The area in the broader vicinity of the site has a varying scale of buildings from 6 to 21 storeys, with a mixture of building ages, architectural styles and materials. The recent significant regeneration the Piccadilly Station area has delivered a number of taller, high quality commercial buildings.

Consent is sought for the erection of a 330-bed hotel that would vary in height from 7 to 14 storeys following the demolition of all buildings on the site. The basement area would contain the plant areas and the ground floor would contain the reception, bar/restaurant area and back of house facilities including kitchens, laundry and refuse area.

The massing attempts to respect the scale of the adjoining buildings and to reconcile the difference in height of surrounding buildings by the creation of a series of distinct blocks that step down to Monroe’s and the Fire Station and up to Piccadilly Place. It would be clad predominantly with factory finished, pre-cast concrete with a lightly honed finish. It would have a light, Portland Stone finish that would blend with the finishes within the surrounding Piccadilly Place development. The hotel would have floor to ceiling windows which are split into two separate windows divided by vertical piers. This would produce a finer grain of solid to void that reflects the window rhythm associated with the City’s industrial heritage.

The design aims to provide an appropriate backdrop to the Grade II* listed Fire Station. The building is simple in its form, the façade rhythms are repetitive and the palette of external materials is restrained and calm. The elevations are broken down to respond to features that run through adjoining buildings. The Whitworth Street elevation at ground level is constructed as a colonnade, the top of which picks up a line that defines the first floor level of the Fire Station, Monroe’s and 5 Piccadilly Place. A second band at fifth floor level on the façade to London Road corresponds with the cornice line of the Fire Station.

The window frames and elements that link the various blocks together would be bronze anodised aluminium. The use of this material is intended to reflect the faience of the Fire Station and the cladding to 3 Piccadilly Place as well as being a weighty material that would act as an appropriate counterpart to the pre-cast concrete cladding.

The building would have a highly modelled appearance through the provision of deep reveals to the windows. This modelling would give the façade depth and the layering of the horizontal elements behind the vertical piers would emphasize this depth and the vertical proportions of the windows.

The gable elevations above Monroe’s are largely blank owing to Fire Regulations. However, the gable of the taller block has been pulled back allowing the introduction of some glazing. Blind windows have been introduced to the gables above Monroe’s that are modelled with reveal depths to match the bedroom windows.
Where rooms open onto flat roofs, terraces are proposed with the lower roof landscaped as an extensive green roof and the upper level roof as a brown roof. The hotel would achieve a minimum BREEAM rating of Very Good.

An existing lay-by on Whitworth Street provides vehicular drop off and access for services. Public parking is available in the adjacent car park. Entrances for guests are located on London Road and Whitworth Street to address the drop off area on Whitworth Street and the proximity of Piccadilly Station.

A refuse store would be located adjacent to the service entrance on Whitworth Street that would permit waste separation for recycling. 14-16 Whitworth Street is serviced via a service lift from London Road through the courtyard at the back of the site. Arrangements would be made to ensure that service access to the neighbouring building is maintained throughout the construction period.

Consultations

Publicity – The application was advertised in the press as a major development affecting the setting of a listed building and the setting of a conservation area and site notices have been displayed.

Local Residents and Businesses – 113 letters of objection have been received from local residents and patrons and supporters of the Twisted Wheel Club. The significant majority of the objections relate to the loss of the Twisted Wheel Club. In summary their objections are;

The Twisted Wheel is Iconic and part of Manchester’s rich musical heritage. Manchester should not make the same mistake as Liverpool in destroying ‘The Cavern Club’ The Twisted Wheel should be celebrated for its contribution to Manchester’s culture and more done to promote it’s rich and diverse musical heritage. There is no other soul club in the UK or Europe with its unique atmosphere and history. Many of the legends of Soul music have played at the club and it is recognised around the world. Once gone it would be irreplaceable. Many people travel from all over the country and Europe, contributing to Manchester’s economy. If the venue goes this money will be spent elsewhere. The Club attracts people of all ages from teenagers to OAP’s, all coming together to enjoy the music. The loss of the Twisted Wheel would be a huge loss.

Many places are kept intact for reasons of history, religion, etc and important places that have contributed to Manchester’s culture should also be treated with the same respect. Manchester is world famous for The Twisted Wheel Club and should be proud of it not destroying it

The current Twisted Wheel Club is currently occupying its original home and is the birthplace of Northern Soul, a vitally important musical and cultural movement.

Liverpool currently receives over £250m a year from tourism to its musical sites. Manchester could achieve similar financial results but must original venues that put Manchester on the cultural map must be preserved.
A successful campaign in London recently saved the ‘100 Club’. Manchester’s Councillors should adopt a similar approach to musical and racial heritage of the City of Manchester.

Alternative brownfield sites exist across Manchester City Centre, which could be used, rather than demolishing a venue of cultural interest.

Many of the letters of objection state they would support the proposed redevelopment if the Twisted Wheel Club could be retained within the proposed redevelopment of the site.

The Developers had stated that they would consider retaining the cellars as part of the new building. The plans have not allowed for this and the plans must include protection for the cellars under numbers 4 & 6 Whitworth Street. All parties will benefit from its retention as the development can be built, the amenities of the area improved, and indeed, the Hotel will benefit from increased Weekend bookings from visitors to the Twisted Wheel. The historical musical heritage of Manchester can be preserved for present and future generations, and the revenue streams for the city generated by the visitors to the Twisted Wheel can continue.

The submitted plans show that no use is intended for the area occupied by the cellars - it will simply be a void, and that a suitable ground floor entrance to the cellars could be incorporated into the plans.

Other letters have been received which object to the proposal on the following grounds:

The proposed development will result in an unacceptable loss of light and privacy for the occupiers of the neighbouring residential properties.

There will be an unacceptable level of construction related noise.

Proposed new building will overshadow the Grade II* listed Fire Station and will completely damage the architecture of the fire station and therefore will be completely out of character and out of place within this area of Whitworth Street. The proposed building is a cheap faceless concrete building that is excessive in bulk and scale and will damage this area of Manchester.

The proposed new development is not visually inspiring with no outstanding features. If we are going to loose an important part of Manchester’s musical heritage, let it be something more attractive and inspiring but better still protect our heritage and the things that make Manchester special.

There are many hotels in the City Centre; another budget hotel is not needed particularly, particularly when there are already low occupancy rates across Manchester City Centre.

It would be an unbelievable travesty for yet another hotel to be built in Manchester City Centre at the expense of the city’s historical architecture and history. Manchester has loads of hotels but only one Twisted Wheel.
The proposed building will block sunlight into adjacent residential accommodation. Proposal will also block open and natural views.

Concerns raised by occupiers of neighbouring residential development with regard to access/rights of way. Also concerns raised with regard to impact on existing business and protection of building during any construction works.

As the Committee will be aware these are not material planning considerations but have been passed on to the applicant.

**English Heritage** explains that the proposal affects the setting of various heritage assets, designated and non designated, as covered by recent English Heritage guidance, *the setting of Heritage Assets* (October 2011). Chief amongst these is the London Road Police and Fire Station. London Road Police and Fire Station is a Grade II* (star) listed building, is also situated in the Whitworth Street Conservation Area, and has been a prominent entry on English Heritage’s Buildings at Risk Register since its inception. The proposed development will cause substantial harm to the setting of the listed building and to the setting of the Conservation Area, by reason of its size impacting on the setting of the heritage assets, and by the demolition of a number of small scale non designated heritage assets, which further define that setting. We therefore advise that this application should be refused as being contrary to National Planning Policy Framework (section 12) and the policies in *PPS5 Planning for the Historic Environment; Historic Environment Planning Practice Guide* which remain active.

**City Centre Regeneration Team** – no comments have been received.

**Head of Regulatory and Enforcement Services (Environmental Health)** – no comments have been received.

**Head of Regulatory and Enforcement Services (Contaminated land)** - Has recommended a condition relating to the need to carry out a full site investigation in respect of potential contaminated land issues and to submit details of appropriate remedial measures.

**The Head of Neighbourhood Services (Highway Services)** – No objections.

**Greater Manchester Ecology Unit** – no comments have been received.

**Greater Manchester Archaeological Advisory Service** – no objections subject to a condition being attached requiring a Written Scheme of Investigation.

**Greater Manchester Police (Design for Security)** - no comments have been received.

**Transport for Greater Manchester** – no comments have been received.

**Travel Change Team** – No objections
Network Rail - No objections to the proposed redevelopment of site have expressed some concerns about the potential impact of the proposed development to the rear of Gateway House on the operations of the station. These comments have been forwarded on to agent and a response has been received.

Issues

Relevant National Policy

The National Planning Policy Framework. The proposal is considered to be consistent with the following policies.

Section 1 - Building a strong and competitive economy - by helping to secure economic growth and to create jobs and prosperity.

Section 2 Ensuring the Vitality of Town Centres - by ensuring that the city centre continues to be competitive.

Section 4 Promoting Sustainable Transport – by being accessible by sustainable transport and provide people with a real choice about how they travel.

Section 7 Requiring Good Design - a high quality design is proposed that would function well, establish a strong sense of place, and create an attractive streetscapes, it would respond to local character and history, create a safe and accessible environments and help to reduce crime and disorder through good architecture.

Section 8 Promoting healthy communities – The scheme would provide a safe and accessible development.

Section 10 Meeting the challenge of climate change, flooding and Coastal change – The scheme has been designed to be energy efficient and is located in a highly accessible location and therefore respects the principles of economic, social and environmental sustainable development.

Section 11 Conserving and enhancing the natural environment – the development involves the effective use of brownfield land and is appropriate for its location. It would not give rise have significant adverse impacts on health or quality of life and would not give rise to light pollution.

Section 12 Conserving and enhancing the historic environment – the development does harm the setting of a grade 2* listed building, affects the setting of a conservation area and involves the demolition of non-designated heritage assets. The NPPF requires that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.
And that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

This issue is dealt with in the main body of the report below.

**Relevant Regional Policy**

**The Regional Spatial Strategy (RSS) for North West England** The proposed development accords with the following policies:

Policy DP2 – It would promote sustainable communities by meeting the diverse needs of existing and future users and visitors of the City Centre, promote community cohesion and equality and diversity, be sensitive to the environment and contribute to a high quality of life.

Policy DP3 – It would promote sustainable economic development, as it would contribute to sustainable economic growth.

Policy DP4 – It would make the best use of existing resources and infrastructure by building upon existing concentrations of activities and existing infrastructure. It would not require major investment in new infrastructure. It would accord with the sequential approach by using previously developed land.

Policy DP5 – It would reduce the need to travel by private car and increase accessibility. It would be located in an urban area that has a strategic public transport network where public transport.

Policy DP7 – It would promote environmental quality by respecting the character and distinctiveness of the city centre and maximise the regeneration of the Piccadilly area.

Policy W6 - It would help to deliver improved economic growth and quality of life and support sustainable tourism activity in the North West.

**Relevant Local Policies**

**Unitary Development Plan** – For the reasons outlined below the proposed development is consistent with the following policies contained in the Unitary Development Plan for the City of Manchester (UDP):

R1.1 Regeneration - by encouraging regeneration within the City Centre.

I1.6 ‘Employment and Economic Development’ by creating new employment on a site that would contribute to urban regeneration.
I1.8 ‘Employment and Economic Development’ through the creation of essential infrastructure that would help to promote Manchester as a tourist destination.

I1.9 ‘Employment and Economic Development’ by developing a hotel in an appropriate location within the City Centre.

I1.10 ‘Employment and Economic Development’ by developing a facility that would help to promote the City as an international Conference Centre.

I2.1 ‘Employment and Economic Development’ the hotel would be fully accessible by all forms of transport and in particular is adequately served by public transport.

I3.1 Employment and Economic Development: The standard of design would be of the highest quality.

T2.4 Transport – The hotel would reduce demand for parking, as all other forms of public transport are available nearby.

E1.1 (Environmental Improvement & Protection - Air Pollution) - It would help to reduce the level of air pollution within the City by developing a site in a highly accessible location.

E1.4 (Environmental Improvement & Protection - Noise Control) - It would not generate high noise levels.

E1.5 Energy Conservation – The development would incorporate high standards of energy efficiency.

E2.7 Safeguarding the City’s Environment – It would help to ensure that buildings and areas of special architectural interest are retained, maintained and where necessary restored by continuing the ongoing regeneration of the Piccadilly area.

E3.2 Enhancement of the City’s Environment – By providing major new investment in a key regeneration area.

E3.5 ‘Secure Environment’ - By creating high levels of activity it would help to create safer environments for people living in and using the city.

RC3 Mixed Uses - As part of the wider mix of uses in the area it would encourages compatible mixed uses within the City Centre;

RC6 (Tourism) – By providing a new hotel it would help to promote the development of tourist attractions within the City Centre.

DC9.1 New Commercial and Industrial Development - Access for Disabled People – It would be fully accessible.

DC18.1 Conservation Areas - This issue is addressed in detail within the issues sections of the report below.

DC19.1 Listed Buildings – This issue is addressed in detail within the issues sections of the report below.

DC20 Archaeology - which states that the Council will give particular careful consideration to development proposals which affect sites of archaeological interest.
DC26.1 Development and Noise and DC26.5 Development and Noise – The development would not generate noise levels that would impact on people living and working in the area.

RC20 (Area 1) ‘Small Area Proposals’ – which recognises that this is an importance area of considerable character that occupies a prominent position in an accessible gateway location.

Other Material policy considerations

Emerging Core Strategy

It is considered that the policies contained within the submitted Core Strategy has undergone significant consultation and gives a clear indication of the Councils future planning policy intentions, they therefore have some weight in the consideration of this planning application.

The following policies within the submitted Core Strategy are also considered to be most relevant to the proposed development:

Policy SP 1 – as the proposals accord with the Piccadilly Regeneration Strategy.

Spatial Objective SO1 – The development is within a highly sustainable location and can therefore contribute to halting climate change.

Spatial Objective SO2 – It would further improve the City’s economic performance and spread benefits of this growth and help to reduce economic, environmental and social disparities, and help create inclusive sustainable communities.

Policy EC1 – Land for Employment and Economic Development It would provide tourism in the City Centre.

Policy CC1 – Primary Economic Development Focus The hotel would be located in the City Centre which is identified as a Strategic Economic Location and focus of employment growth in the City and City Region. The City Centre is identified as being suitable locations for the consideration of high-density buildings and commercially led mixed-use development schemes.

Policy CC6 City Centre High Density Development The scheme maximises land efficiency within the City Centre.

Policy CC9 –Design and Heritage It would enhance heritage assets and be a high standard of appearance and function and pay attention to the City Centre character and context.

The Scheme’s contribution to regeneration

Regeneration is an important planning consideration. Over the past fifteen years the City Council has delivered significant regeneration in the City Centre. The work in the City Centre Renewal Area, Piccadilly, Spinningfields, Manchester Central, Northern Quarter and Castlefield are all good examples of this. However, much
remains to be done if the City Centre is to remain competitive and it will be important to ensure that investment in Manchester continues.

Whilst much has been achieved in the Piccadilly area over the past decade it is important to maintain this momentum. Whilst there is some activity within the building on the site, their overall appearance at this key gateway site is not consistent with improvements that have been achieved elsewhere within the immediate and wider area.

The application has been made in partnership with a hotel operator and is intended to deliver a destination hotel in a key strategic City Centre location close to major areas of activity. It would secure around £25-30 million of direct investment into the local economy delivering a significant number of new jobs during the construction and operational phases, both directly and indirectly as a consequence of a commitment to use local supply chains. It is estimated that there would be 125,000 stays per year, some of which would be new visits to the city as a consequence of the introduction of this hotel brand. Additional spending would be generated in the local economy with resulting spin-off economic benefits.

The proposal would address a series of underutilised buildings and act as a catalyst to the regeneration of adjoining regeneration priority areas including London Road Fire Station, the former Mayfield station, the Aytoun campus and the education and health institutions located within the Corridor. The introduction of a new high quality, well-designed hotel combined with the public realm works that have already improved the entry sequence and connections between Piccadilly Station and core city centre destinations, can only serve to improve the quality of the pedestrian environment within this area. The scheme would complement and reinforce the regeneration that has already taken place at Piccadilly Place.

The development would improve the first impressions and perceptions of the City providing a well-designed building opposite a principal entrance to the Piccadilly Station.

In view of the above the proposal is an important component of the wider regeneration of Piccadilly and would contribute toward encouraging, implementing and the maintaining momentum in this area. It is therefore in accordance with the existing and emerging planning policy framework notably R1.1, of the UDP, SP1 of the Core Strategy and policies relating to employment and economic development.

Impact on Conservation Area, Listed Buildings and non-designated Heritage Assets

None of the buildings on site are listed or within a conservation area. However, the site is immediately adjacent to the LRFS, a grade 2* listed building, is opposite the Whitworth Street Conservation area and it contains a number of older buildings.

Therefore, a heritage statement has been prepared in support of the application. It concludes that the form, massing and urban grain of the area is strongly influenced by large commercial warehouses. It notes that there is a clear distinction between the 4 to 5 storey Victorian warehouses built in the 1860s and 1870s and the 6 to 8 storey
Edwardian warehouses built in late 19th /early 20th century. Buildings generally have a large footprint and are built to the back of pavement. They tend to express solidity and convey the grandeur and economic prosperity of the city at the time of their construction.

The buildings on site are of a smaller scale than the large individual buildings that are characteristic of the Conservation Area. They have some special interest on a local, and potentially, regional level as a group of buildings dating to the mid-late 19th century. They are indicative of the scale of buildings and piecemeal development of the city centre prior to the boom in commercial development seen within the Whitworth Conservation Area. As such the buildings within the subject site are considered as non-designated heritage assets. There was a recent request to list the buildings that was not supported by DCMS.

The Fire Station dominates its island site and is part of a series of large independent buildings within the wider area that are characteristic of the Whitworth Conservation Area. The setting of the building is within a densely developed existing townscape meaning that despite the building’s very high significance, appropriate development within its setting could be acceptable as views of the building and its townscape quality would be maintained. It is a symbol of the scale of commercial development within the city centre in the early 20th century. It is of high significance architecturally, aesthetically, historically and communally. However, the sheer architectural scale and dominance of the building within the dense urban streetscape allows for a capacity of change within its setting and there is therefore an opportunity to enhance the architectural and urban qualities within the subject site.

The heritage value of the Twisted Wheel club has also been assessed. It started in 1963 in a coffee bar in Brazennose Street and was one of the first club nights to start playing Northern Soul music. There was another Twisted Wheel in Blackpool under the same ownership. The heritage values of the Twisted Wheel Club at the application site and the sub-culture movement of Northern Soul has been assessed in the context of the movement nationally. The Twisted Wheel Club, in Whitworth Street, was the first club to play and promote Northern Soul music between 1965 – 1971. However, it was in the large dance halls at Wigan and Blackpool, for example, where space allowed for the movement to further develop to its most popular. As the perceived ‘birth place’ of Northern Soul, the Twisted Wheel Club yields communal value associated with its perceived identity and social interaction. In recent years the social value of the club complex has changed as a result of the focus on gay and lesbian club nights. The heritage values of the club complex are not considered to be of sufficient special interest to warrant statutory designation of the buildings.

An assessment has been prepared to appraise the significance of key views of the development and the potential visual impact of the proposed development on the heritage assets that have been identified. This assessment has been based on photomontage perspectives. There is an assessment of magnitude of the impact and an evaluation of the extent to which heritage significance may be changed or affected by the proposal. The key viewpoints have been agreed with English Heritage. The agreed views are northwards along London Road, southwards along London Road and eastwards along Whitworth Street. The assessment concludes that the impact
on the view along Whitworth Street causes moderate harm. However, English Heritage considers that the scheme would involve substantial harm.

The designated heritage asset affected by the proposals is the setting of the Grade II* Listed London Road Fire Station, the non-designated assets on site and the conservation area. The proposal has been designed to reconcile the differences in scale that exist between the grade II* Fire Station and the Piccadilly Place development; the elevations are articulated in response to lines and datum’s that run through adjoining buildings and the proposed building has been conceived as a series of distinct blocks thereby reducing the massing. The proposed development also maintains the existing building line of the site and it is considered that this has reduced the overall impact of the development on the setting of the Grade II* Listed Fire Station building.

It is accepted that this proposal would have an adverse impact on the historic environment, particularly in terms of how it affects the setting of the Fire Station. English Heritage consider that the impact of this is considerably greater than has been set out in the assessment that accompanies the application and believe that it would cause substantial harm.

In these circumstances, the Local Planning Authority has to assess the public benefit that the development would deliver and assess whether this justifies the proposal and balances the loss of the undesigned heritage assets and the impact on the setting of the Grade II* Listed Fire Station building. The public benefits of the scheme are significant and are set out in the previous section regarding regeneration.

There can be no doubt that the proposed hotel would affect the character and setting of the conservation area and the setting of the listed London Road Fire Station. However it is considered that given the high architectural, aesthetic, historic and communal values of the buildings in the broader area, such as the grade II* listed Fire Station and the dense urban form of the area, there is a capacity for change and an opportunity to enhance the architectural and urban qualities within the subject site. The proposal would enhance the streetscape, bridging the step in scale between larger scale buildings on Whitworth Street and late 20th and early 21st century buildings immediately to the west on Whitworth Street around Piccadilly junction, and on balance is not considered to result in significant harm to the setting of the adjacent conservation area or adjacent listed buildings.

In view of the above the proposal complies with policies contained in Policies I3.1, E2.7, DC18.1, DC19.1 and emerging Core Strategy Policies CC9 (Design and Heritage) and DM1 (Development Management).

**Design – Scale, Massing and Appearance** – The design of the building has been configured to respect the scale of the adjoining buildings, ensuring London Road is the prominent street frontage and Whitworth Street is a more intimate environment. The reduced scale of the proposal along Whitworth Street relates to the 6-storey height of the adjacent residential building and the London Road Fire Station, reflecting the urban grain associated with the density of nearby late 20th and early 21st century buildings.
The elevations have been broken down to relate to features that run through adjacent buildings. The Whitworth Street elevation picks out a line that defines the first floor level of the Fire Station. A second band at fifth floor on the façade to London Road picks up a line that roughly corresponds with the cornice line of the Fire Station.

The main treatment of the facade would be predominately concrete with a lightly honed finish in a Portland Stone colour. This would reflect the pre-cast finishes within the surrounding Piccadilly Place development. The window frames and elements that link the various blocks together would be a bronze anodised aluminium finish and reflect the faience of the Fire Station and the cladding to 3 Piccadilly Place.

In view of the above the proposal complies with policies contained in Policies I3.1, H2.2, E2.7, DC18.1, DC19.1 and emerging Core Strategy Policies CC9 (Design and Heritage) and DM1 (Development Management).

**Relationship to Transport Infrastructure** - The application site is in an optimum location being close to both Piccadilly Station that provides a key interchange for rail, Metrolink, and taxi services and Piccadilly Gardens that provides a key interchange for buses and the Metrolink.

**Parking, Servicing and Access** - The impact of the proposals in terms of parking provision and impacts on the highway network have been considered in the Transport Statement submitted with the application. Information submitted in support of the application demonstrates that these changes would not result in any operational or safety issues on the local highway network. There is no provision for guest parking associated with the hotel however there are a number of private parking facilities available within the vicinity. The site is well served by a variety of public transport modes of sustainable modes of transport. Refuse storage, including a dedicated area for recyclable materials, would be contained within the building and refuse collection and servicing would take place from Whitworth Street, separated from the main entrance on London Road.

**Effects on Local Environment**

The submitted Daylight/Sunlight/Overshadowing and Glare report shows that the at the adjacent residential building at 14 -16 Whitworth Street, there would be some impact on a single vertical file of bedroom windows adjacent to the boundary with the development site. The report shows that impact would be similar to the impact caused by the Hub on 14 – 16 Whitworth Street.

The report shows that there is no overshadowing of amenity zones and similarly glare is not a cause for concern in relation to neighbouring buildings.

The impact on the levels of privacy for the occupiers of neighbouring residential properties would not be significantly affected and is considered to be acceptable within the dense urban grain of a city centre context.

It is considered that all impacts are acceptable within a city centre context where development tends to be higher and more dense than in suburban areas.
Crime and Disorder - The applicants have been involved in pre-application discussions with Greater Manchester Police and have submitted a Crime Impact Assessment. The proposal would reduce crime and the fear of crime with a development where there would be an increase in activity throughout different times of the day.

The proposed use would generate a significant amount of activity in this area and add to its vitality. In addition to the activity generated by 330 bedrooms, the semi public lounge would sustain activity throughout the day and into the evening. This type of space has proved to be very popular and extremely well used in Motel One’s established hotels across Europe.

The scheme would be conditioned to require it to meet the 'Secure by Design' accreditation and the proposals are considered to be in accordance with policy E3.5 (Environmental Improvement and Protection) of the Unitary Development Plan for the City of Manchester.

Noise - With regard to the proposed use on the site and potential noise, it is considered that subject to compliance with appropriate conditions that will be attached to any consent granted, the building can be suitably insulated to prevent any significant break out of noise and to prevent occupiers of the building being disturbed from external noise sources.

Access - The principle entrances to the proposed building would be level and lifts providing full access to all floors. In view of the above the proposals are consistent with policies DC9.1 contained in the UDP.

TV Reception - A TV and Radio reception study has been undertaken that identifies potential shadowing and reflection of signals. The report states there will be negligible impact on TV and signals in the surrounding survey area and in view of this the proposals are considered to be consistent with policy H2.2 of the Unitary Development Plan for the City of Manchester.

Response to Objectors comments

Most of the material issues raised by objectors have been considered above. However, outstanding issues include:

The loss of the Twisted Wheel nightclub has raised a considerable level of concerns principally amongst people who attend revival nights. It is acknowledged in this report and in the documentation that has been submitted in support of the application that the Twisted Wheel Club has played an important and pivotal role in developing Manchester’s cultural and musical history. Discussions have been held with the applicant in relation to the potential for retaining the basement cellars. However, the hotel operator considers that this would not be compatible with the hotel use on the site and wants the application to be considered in its current form.

The developer and operator have also explored whether it would be possible to incorporate the hotel into the existing buildings on site. They concluded that such a
scheme could accommodate only 80 rooms and a scheme of that nature would not meet their objectives nor would it be commercially deliverable.

Noise, disturbance and pollution during construction - The applicant acknowledges the need to implement measures to keep construction impacts to a minimum and any problems that might arise would be dealt with under Environmental Health legislation.

Conclusion
The Piccadilly Place development has positively changed the nature of this area and has created a strong commercial focus around the city’s most important transport node. The design of the building has sought to ensure that the architectural and wider historical character of the area is maintained whilst responding to the change of scale of the Piccadilly Place development to that of the Grade II* Fire Station building. This has been achieved by providing a building that acts as an understated foil to the London Road Fire Station so that it is still read as a dominant form architecturally within the streetscape, and by maintaining the historic building line and footprint of the existing site. It can be demonstrated that the harm would be outweighed by the substantial regeneration, economic, environmental and social benefits of the scheme.

The total loss of the existing buildings within the subject site, which are considered to be non-designated heritage assets, would be outweighed by the public benefits of the proposed scheme in promoting sustainable economic growth and by advancing the understanding of the buildings within the subject site through undertaking a detailed historic building survey and making this information publicly available.

In light of the above, it is considered that the relevant policies of the NPPF have been complied with, and that the relevant local plan policies contained within the Manchester Unitary Development Plan and guidance within the Manchester Guide to Development SPD and the emerging Core Strategy have been satisfied.

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 Unitary Development Plan, the Head of Planning 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. He 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 APPROVE
Reason for recommendation

On the basis that the proposals subject to compliance with the conditions below, generally accord with the policies contained within the National Planning Policy Framework, in particular section 7 (Requiring good design) and section 12 (Conserving and Enhancing the Historic Environment), the Development Plan specifically the Unitary Development Plan Policies, R1.1 (Regeneration), I1.6 (Employment and Economic Development) I1.10 (Employment and Economic Development), I2.1 (Employment and Economic Development), I3.1 (Employment and Economic Development) T2.4 (Transport), T3.1 (Transport) T3.6 (Transport) T3.7 (Transport) E1.5 (Energy Conservation), E2.3 (Safeguarding the City's Environment), E2.4 (Safeguarding the City's Environment), E2.6 (Safeguarding the City's Environment), E2.7 (Safeguarding the City's Environment), E3.5 (Secure Environment), RC 4 (Environment), DC9.1 (New Commercial and Industrial Development - Access for Disabled People), DC18.1 (Conservation Areas), DC19.1 (Listed Buildings), DC20 (Archaeology), DC26.1 (Development and Noise), DC26.5 (Development and Noise), RC20 (Area 16) Small Area Proposals in that it would contribute to regeneration within the City Centre, contribute to the retention of jobs and maximisation of opportunities for the generation of new employment, ensure that economic development contributes to improving the quality of the City's overall environment, ensure that the people of Manchester benefit from the growth of the City's economy, would be fully accessible by all forms of transport, would promote a good standard of design and appropriate suitable landscaping treatment, would reduce demand for parking by making other forms of public transport available near to the development, considers the needs of pedestrians in the design of the development, would promote cycling within the City, provides of cycle parking, would improve the environment for shoppers and pedestrians, would achieve high standards of energy efficiency in new development, would improvement conditions for pedestrians, would result in a safer environments for people living in and using the city, would be compatible with the mix of uses within the City Centre; would meet high standards of accessibility, would not have a detrimental impact on the amenity of neighbouring residents, would not have an impact on any features of archaeological interest and emerging Core Strategy Policies CC9 (Design and Heritage) and DM1 (Development Management), and there are no material considerations of sufficient weight to indicate otherwise.

Conditions to be attached to the decision

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 unless otherwise agreed in writing by the City Council as Local Planning Authority:

Drawing nos;
L(--)000, L(--)001, L(--)005, L(--)007, L(--)008, L(--)0013, L(--)014, L(--)B01, L(--)B02,
stamped as received by the City Council as local planning authority on 30th April 2012.

Motel One Design and Access Statement, stamped as received by the City Council as local planning authority on 30th April 2012.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy R1.1, T2.4, E3.2, RC20 (Area 16) DC9, DC18.1 and DC19.1 of the Manchester Unitary Development Plan and emerging Core Strategy Policies CC9 (Design and Heritage) and DM1 (Development Management).

3) Unless otherwise agreed in writing the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of ‘Excellent’. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied, unless otherwise agreed in writing with the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, and the principles contained within The Guide to Development in Manchester 2 SPD and emerging Core Strategy Policies CC9 (Design and Heritage) and DM1 (Development Management).

4) 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 the 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 paragraph 109 of the National Planning Policy Framework

5) The window(s) at ground level, fronting onto 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 unless agreed in writing by the City Council as local planning authority.

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 Policy DC14 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policies CC9 (Design and Heritage) and DM1 (Development Management).

6) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full within six months, or as otherwise agreed in writing by the local planning authority, of any part of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with policy DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policies CC9 (Design and Heritage) and DM1 (Development Management).

7) The wheels of contractor’s vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.
8) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact area, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in paragraph 9.

9) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. 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 secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in paragraph 58 of the National Planning Policy Framework.

10) Unless otherwise agreed in writing, the development hereby approved shall not commence unless and until full details of the proposed servicing of the building including details of the location of the loading bay for servicing and delivery vehicles are submitted and approved in writing by the City Council as local planning authority.

Reason
In the interests of amenity and highway safety pursuant to Policies H2.2, RC12 and DC26.2 of the Manchester Unitary Development Plan and emerging Core Strategy Policy DM1 (Development Management).

11) The development hereby approved shall not commence unless and until a Construction Management Plan, including a Site Waste Management Plan and a plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction, has been submitted to and approved in writing by the City Council as local planning authority. The strategy shall include details on the timing of construction of scaffolding, the lighting and operation of cranes during construction, and a Human Impact Management Plan.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester and Guide to Development 2 (SPG) and emerging Core Strategy Policy DM1 (Development Management).

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

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy H2.2, DC26.1 and DC26.5 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policy DM1 (Development Management).

13) The building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 site/property.

Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy H2.2, DC26.1 and DC26.5 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policy DM1 (Development Management).

14) The consent hereby granted is for a development that has full access into and throughout the building and access to the public realm for tenants and members of the public, including those whose mobility is impaired.

Reason: For the avoidance of doubt and so as to provide direct access for all, pursuant to policy DC9.1 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policy DM1 (Development Management).
15) Before the building hereby approved is first occupied it shall be insulated in accordance with a scheme 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 property.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy H2.2, DC26.1 and DC26.5 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policy DM1 (Development Management).

16) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interests of local amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policy DM1 (Development Management).

17) The hotel accommodation shall include acoustic glazing and acoustically treated ventilation in accordance with an acoustic attenuation scheme to be submitted to and approved in writing by the City Council as local planning authority before the development commences. The acoustic attenuation scheme hereby approved shall be implemented in full before use of the hotel accommodation first commences.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during early morning rush-hour periods and night time to determine the appropriate sound insulation measures necessary. The internal noise criterion is as follows:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied pursuant to policy H2.2, DC26.1 and DC26.5 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policy DM1 (Development Management).

18) No development shall commence until detailed drawings for the scheme for lighting the building and for illuminating all facades of the building including how it will be designed and installed to avoid glare and overspill onto nearby residential properties, has been submitted to and approved in writing by the City Council as local planning authority, unless otherwise agreed in writing with the City Council as local planning authority.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development, in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and
19) The development hereby approved shall not commence unless and until a Construction Management Plan, including a Site Waste Management Plan and a plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction, has been submitted to and approved in writing by the City Council as local planning authority. The strategy shall include details on the timing of construction of scaffolding, the lighting and operation of cranes during construction, and a Human Impact Management Plan.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester and Guide to Development 2 (SPG).

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy I3.1 and DC14 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policy and DM1 (Development Management).

20) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policy I3.1, R1.1, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester and emerging Core Strategy Policy and DM1 (Development Management).

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: 099250/FO/2012/C2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Contaminated Land Section
City Centre Renegeration
English Heritage (NW Region)
Transport For Greater Manchester
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
National Allotments Society
The Twisted Wheel And Real Fab4 Worldwide Appreciation Socie
12 Fairfield Street, Manchester, M1 3GF
Hotel International, 34 London Road, Manchester, M1 2PF
Flat 1, Opal House, 11A Whitworth Street, Manchester, M1 3GW
Flat 2, Opal House, 11A Whitworth Street, Manchester, M1 3GW
Flat 3, Opal House, 11A Whitworth Street, Manchester, M1 3GW
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Gateway Garage, Ducie Street, Manchester, M1 2GH
82 London Road, Manchester, M1 2PN
14 - 16 Whitworth Street, Manchester, M1 3BS
4 Whitworth Street, Manchester, M1 6QW
Star And Garter, 18 - 20 Fairfield Street, Manchester, M1 3GF
38 London Road, Manchester, M1 2PF
Flat 1, 14 Whitworth Street, Manchester, M1 3BS
Flat 2, 14 Whitworth Street, Manchester, M1 3BS
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| Flat 24, 14 Whitworth Street, Manchester, M1 3BS |
| Flat 25, 14 Whitworth Street, Manchester, M1 3BS |
| Flat 26, 14 Whitworth Street, Manchester, M1 3BS |
| Fire Brigade Buildings, London Road, Manchester, M1 2PH |
| First Floor And Second Floor, 4 Whitworth Street, Manchester, M1 6QW |
| Ground Floor, 6 Whitworth Street, Manchester, M1 6QW |
| First Floor And Second Floor, 6 Whitworth Street, Manchester, M1 6QW |
| First Floor To Third Floor, 6 Whitworth Street, Manchester, M1 6QW |
| Ground Floor Room G47, Rail House, Store Street, Manchester, M1 2RP |
| Ground Floor Room G41, Rail House, Store Street, Manchester, M1 2RP |
| Seventh Floor And Eighth Floor, Rail House, Store Street, Manchester, M1 2RP |
| Ground Floor Canteen, Rail House, Store Street, Manchester, M1 2RP |
| Ground Floor Rooms G47c-G47e And G48-G48a, Rail House, Store Street, Manchester, M1 2RP |
| Ground Floor Rooms G51a G51 And G52, Rail House, Store Street, Manchester, M1 2RP |
| Ground Floor Room G45, Rail House, Store Street, Manchester, M1 2RP |
| Ground Floor, Rail House, Store Street, Manchester, M1 2RP |
| 4A Whitworth Street, Manchester, M1 6QW |
| Arch 10, Store Street, Manchester, M1 2WB |
| Arch 6, Store Street, Manchester, M1 2WB |
| Arch 2, Store Street, Manchester, M1 2WB |
| 1 Store Street, Manchester, M1 2WB |
| Arch 12, Store Street, Manchester, M1 2WB |
| Store 5, Store Street, Manchester, M1 2WB |
| Unit 2, Store Street, Manchester, M1 2WB |
| 14 Whitworth Street, Manchester, M1 3BS |
| 6 Whitworth Street, Manchester, M1 6QW |
| 2 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH |
| Flat 101, 5 Piccadilly Place, Manchester, M1 3BR |
| Flat 102, 5 Piccadilly Place, Manchester, M1 3BR |
| Flat 103, 5 Piccadilly Place, Manchester, M1 3BR |
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Flat 704, 5 Piccadilly Place, Manchester, M1 3BP
Flat 705, 5 Piccadilly Place, Manchester, M1 3BP
9 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
Flat At, 38 London Road, Manchester, M1 2PF
City Inn, 1 Piccadilly Place, Manchester, M1 3DG
2 Piccadilly Place, Manchester, M1 3BN
3 Piccadilly Place, Manchester, M1 3BN
4 Piccadilly Place, Manchester, M1 3BN
1 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
4 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
5 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
6 - 7 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
8 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
10 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
11 - 12 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
13 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
14 - 15 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
16 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
8A Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
Ground Floor, 3 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
First Floor, 3 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
A M T Coffee Kiosk, Piccadilly Station, Piccadilly Station Approach, Manchester, M1 2BN

Representations were received from the following third parties:

Contaminated Land Section
24 Viewfield Ave, CANNOCK, Staffs, WS12 4JF
8 Lindsay Avenue, Swinton, Manchester, M27 5SD
5 Keswick Drive, Wakefield, wf2 9ha
farndene, derby road wirksworth, derbyshire, de4 4aq
Ground Floor Flat, 28 Therapia Road, London, SE22 0SE
25 HANSON ROAD, ABINGDON, OXFORD, OX14 1YL
the old rectory, 31 the street barton mills, bury st edmunds, ip28 6aa
Apartment 10  33 Little Peter Street, Manchester, Manchester, M15 4QH
33 The Meadows, Ashton Hayes, Chester, CH3 8BY
72 Fir Street, Salford, m6 5lx
24, VIEWFIELD AVE, CANNOCK, STAFFS, WS12 4JF
50 CHALMERS ROAD, CAMBRIDGE, CB1 3SX
Flat 19, 14 Whitworth Street, Manchester, M1 3BS
7 st francis close, rawnsley, cannock, ws12 0fj
Relevant Contact Officer :  Dave Roscoe  
Telephone number :  0161 234 4567  
Email :  d.roscoe@manchester.gov.uk