

Application Number	Date of Appln	Committee Date	Ward
100761/FO/2012/C2	22th Nov 2012	17th Jan 2013	City Centre Ward

Proposal Refurbishment of Gateway House to create a 182 suite apart hotel above ground floor retail space for use for Class A1 (Shop) use or Class A2 (Financial and Professional Services) Use or Class A3 (Restaurant and Cafe) Use or Class A4 (Drinking Establishment) Use or Class A5 (Hot Food Take Away) Use with Class B1 (office) use within mezzanine level above, along with retention of existing parking and retail space within the basement and erection of new 8 storey building comprising Class B1 (office) accommodation above ground floor retail space for use for Class A1 (Shop) use or Class A2 (Financial and Professional Services) Use or Class A3 (Restaurant and Cafe) Use or Class A4 (Drinking Establishment) Use or Class A5 (Hot Food Take Away) connected to Gateway House by bridge link and erection of new 3 storey gym following demolition of existing single storey building on Ducie Street as an amendment to application 096872/FO/2011/C2 approved on 23 December 2011

Location Gateway House, Station Approach, Ducie Street, Manchester,

Applicant , Piccadilly Gateways Ltd, 25 Rochdale Road, Manchester, M4 4HT,

Agent Mrs Nick Moss, Hodder and Partners, 113-115 Portland Street, Manchester, M1 6DW,

Description

This application relates to a site of 0.6 Ha that is bounded by Ducie Street to the north-west, London Road to the south-west and Store Street to south-east and is adjacent to Piccadilly Station. It sits over of brick arches that create Station Approach, a ramped approach to the railway station. Gateway House is an 8/9 storey curved commercial building built in 1969, often described as a 'lazy S' in shape. The ground floor units are used for retail purposes. To the rear of Gateway House is a car park and a single storey building formerly used as a car rental centre. The upper floors of Gateway House have been vacant for sometime.

The Place Apartment Hotel to the east is a Grade II listed building and the London Road Fire Station, a Grade II* listed building is on the opposite side of London Road. Buildings in the area vary in height ranging from 6 to 21 storey's, with a mixture of ages, architectural styles and materials. The recent significant regeneration of Piccadilly has delivered a number of taller, high quality, commercial buildings within this area.

The area contains a mixture of uses including hotels, offices and shops. The site is strategically located adjacent to Piccadilly Station with its national and internationally links. Station Approach provides a direct connection for high volumes of visitors and workers to the heart of the City Centre.

Planning permission was granted in December 2011 for the refurbishment of the upper floors of Gateway House to form hotel accommodation with a new office building and gymnasium to the rear (reference no 096872/FO/2011/C2). This current application is effectively an amendment to that approval with the proposals for the new build components remaining as previously approved.

The apartment hotel would operate as a hotel and the apartments would be let on a short term, daily basis and not as residential apartments under longer-term tenancy agreements. A double height ground floor entrance would be created within the middle core of the hotel facing onto Station Approach. The proposed refurbishment of Gateway House would involve stripping the building back to its concrete frame and the re-cladding of the façade incorporating new clear glazing and anodised aluminium mullions to meet current environmental standards. The ground floor shopfront's would also be replaced with a capless clear glass shop front glazing system.

The single storey building to the rear of the site would be demolished and a new 8 storey office building would be constructed fronting onto Ducie Street, incorporating a large ground floor retail unit. The offices would be served from the existing entrance at the northern core of Gateway House via a linked bridge at each level.

A new 3 storey building containing a gym is proposed to the rear of Gateway House at the upper end of the access road. The main treatment to the external facades would be opaque glass.

Vehicular access and servicing would remain largely similar to the existing arrangements via the private service road to the rear of Gateway House, off Ducie Street. The proposed development would include new landscaping incorporating resurfacing of the access road in granite slabs and the provision of three new trees adjacent to the proposed gym.

Consultations

Publicity – The application has been advertised as a major development affecting the setting of adjacent listed buildings and a number of site notices have been placed adjacent to the application site. The occupiers of this and adjacent buildings have been notified about the applications. One letter of objection has been received from an adjacent landowner.

The grounds for the objection are as follows:

The application site lies adjacent to the objectors site and both sites lie at the heart of the Piccadilly area. Gateway House represents a barrier to generating footfall to the north (towards their site, Store Street and Ducie Street) and they believe that an application which involves both sites would make a significant contribution to this major Gateway to Manchester and that a joined up masterplanned approach to the 2 sites would provide more beneficial outcome to the City in terms of jobs and homes. They also contend that to approve this application in isolation would potentially result in a lost strategic opportunity which would create the opportunity to plan Grade A

office accommodation from which many jobs would flow and create the opportunity for a first class business destination in this location.

Furthermore they believe that:

- The approval of the application would negate the opportunity to create significant improvements to public realm; and
- That the proposed gym building which runs parallel to their site boundary if constructed would effectively block their access point to the station podium level, thus preventing a natural free flow of pedestrians from the station across their land restricting their access to two small areas off Ducie Street or via Store Street.

United Utilities – Have no objections subject to water from this development being discharged to the nearby watercourse and not to the combined sewer network.

Head of Regulatory and Enforcement Services - (Street Management and Enforcement) - Has no objections but has recommended conditions in relation to the acoustic insulation of the building and any associated plant and equipment, fume extraction, hours of operation, operation of outside areas, delivery times, external lighting, contractors wheel washing and the storage and disposal of refuse.

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) – Has no objections but has requested further information on a swept path analysis and servicing arrangements.

Greater Manchester Ecology Unit – No comments received but on the previous application commented that a further bat survey should take place prior to the works commencing on site, and that works should be scheduled to allow the any black redstarts to complete the breeding and fledging of young. They also welcomed the proposals to provide nesting boxes and request that this is a condition of any consent granted.

Greater Manchester Police (Design for Security) - Have no objections subject to the recommendations of the Crime Impact Assessment being implemented as part of the proposed scheme.

Transport for Greater Manchester – No comments received but on the previous application highlighted the site's excellent public transport accessibility and that access to city centre facilities would help to contribute towards sustainable development by reducing the need to travel. They recommended that a condition is attached to any consent granted that requires further development of the Travel Plan prior to the development being occupied.

Network Rail - No comments received however on the previous application whilst they had no objections to the proposed redevelopment of Gateway House they expressed some concerns about the potential impact of the proposed development to the rear of Gateway House on the operation of the station.

Greater Manchester Archaeological Advisory Service – Have stated that the application has been submitted without a cultural heritage impact assessment report or an archaeological desk-based assessment. GMAAS acknowledges that the redevelopment of the site in the 1960s will have had a major impact upon any physical remains of earlier activity on the site.

They have observed that there were early phases of activity that will have left significant physical remains of archaeological interest – namely the canal arm, the wharves and the stores buildings. What is not known is just how complete their destruction was during the first phase of redevelopment – with the construction of the railway good shed – and its subsequent demolition to make way for Gateway House.

They accept that below-ground evidence for the earlier activity will have been severely impacted upon by the later developments but point out that it is also not known if the current proposals, and specifically the erection of a new 7 storey office and 3 storey gym, will impact upon any surviving remains.

GMAAS is of the opinion that an assessment of the archaeological interest has yet to be provided and that in this respect the requirements of NPPF paragraph 128 have not been met.

However, taking all matters into consideration GMAAS takes the view that there is sufficient information to acknowledge that any archaeological evidence for the earlier phases of activity will have been severely damaged and truncated by subsequent phases of redevelopment. GMAAS has therefore recommended that a thorough programme of archaeological assessment and fieldwork be conditioned upon the consent.

Issues

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. The proposed development complies with the following policies or parts thereof:

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraphs 11, 12, 13 and 14 of the NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

“Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”

The proposed development is considered to be consistent with sections 1, 4, 7, 8, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy- the proposals would refurbish 1,697 square metres of retail floorspace, and provide an additional 5,683 square metres of new and refurbished office space which would help to secure economic growth and to create jobs and prosperity.

Section 2 Ensuring the Vitality of Town Centres, - the proposal would develop a key site within the city centre.

Section 4 Promoting Sustainable Transport – the application site is in a highly accessible location in close proximity to Piccadilly Station, the tram network and the bus network via Parker Street and London Road. The refurbishment and redevelopment would therefore facilitate sustainable development and contribute to wider sustainability and health objectives and give people a real choice about how they travel.

A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure and other activities.

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration, consultation and evolution. The proposed refurbishment and new build elements of the scheme would be of a high quality and would help to improve the overall appearance of the application site within the street scene. The development would be well integrated into the natural, built and historic environment.

Section 10 Meeting the challenge of climate change, flooding and coastal change – The buildings are in a highly sustainable location and would aim to secure a Breeam very good to excellent accreditation.

Section 12 Conserving and Enhancing the Historic Environment- The proposals would not have an adverse impact on the character or appearance of adjacent listed buildings.

Relevant Regional Policy - The Regional Spatial Strategy (RSS) for North West England - Regional Spatial Strategy (RSS) for the North West to 2021 (RSS13) was adopted in September 2008 and provides a framework for development and investment in the region over the next fifteen to twenty years.

The Localism Act, which received Royal Assent in November 2011, takes steps to abolish RSS. However, abolition will not be formalised until a strategic environmental assessment of the effects of revoking RSS' s has been completed. Until this time, the

North West RSS will continue to form part of the statutory development plan for Manchester.

The key policies within the RSS that are relevant to the application proposals are considered below

Policy RDF 1 Spatial Priorities – states that the first priority for growth should be the Regional Centres of Manchester (which includes the application site) and Liverpool

Policy MCR1 Manchester City Region Policies – advises that plans and strategies in the Manchester City Region should support interventions necessary to achieve a significant improvement in the sub-region's economic performance by encouraging investment and sustainable development in the Regional Centre.

The proposals would assist in the improvement of the sub-region's economic performance both directly (through the provision of retail, office and commercial floorspace) and as a result of the facilitation of the wider regeneration of the existing vacant office floorspace.

Policy MCR2 Regional Centre and Inner Areas of Manchester City Region – states that the Regional Centre should continue to be the main economic driver for the Manchester City Region and the main focus for business and other employment-generating development.

The application proposals would play an important role in meeting this key policy objective, both in respect of the significant new jobs that would be created by the development and also in terms of its role as a catalyst for the regeneration of the wider Piccadilly Station Area

Policy W5 Retail Development – which advises that plans and strategies should promote retail investment where it assists in the regeneration and economic growth of the North West's town and city centres and that Manchester/Salford and Liverpool City Centres will continue to function as the North West's primary retail centres.

The proposed refurbished retail units are located within Manchester City Centre (a primary retail centre) and would improve the vitality and viability of the Centre through the delivery of development that regenerates a currently under-used site and secures economic growth through the provision of employment generating uses.

The scheme would be consistent with the regional and sub-regional spatial frameworks (Chapter 5) and sub-regional policies (Chapter 10- 13 (10 being relevant to Manchester), by building upon existing concentrations of activities and existing infrastructure and not requiring major investment in new infrastructure.

The development would accord with the following sequential approach:

First, using previously developed land within settlements;
Second, using other suitable infill opportunities within settlements; and

Third, the development of other land where this is well located in relation to housing, jobs and other services and infrastructure and which complies with the other principles in DP1-9

Policies DP2, DP3, DP4, DP5 and DP 7 respectively seek to promote sustainable communities, promote sustainable economic development, make the best use of existing resources and infrastructure, manage traffic demand and marry opportunity with need.

Policy DP2 - Promote Sustainable Communities

The scheme would aim to meet 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 - Promote Sustainable Economic Development

The scheme would contribute to sustainable economic growth.

Policy DP4 - Make the Best Use of Existing Resources and Infrastructure

The scheme would be consistent with the regional and sub-regional spatial frameworks (Chapter 5) and sub-regional policies (Chapter 10). The development would accord with the following sequential approach as it would involve redevelopment of previously developed land within settlements;

Policy DP5 - Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility.- The scheme would be located so as to reduce the need to travel, especially by car. It would be located in a highly accessible location in urban area which has a strategic network where public transport is well provided. It would be genuinely accessible by public transport, walking and cycling.

Policy DP7 - Promote Environmental Quality - Supports the protection and enhancement of the historic environment and promotes good design in new development and ensuring that development respects its setting taking into account relevant design requirements. The development would generally be in accordance with this policy.

Relevant Local Policies

Core Strategy

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

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. 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 the policies contained there in as follows:

SO1. Spatial Principles – which provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy – which supports a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs and facilities in a highly accessible location.

SO5. Transport – which seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location and reduce the need to travel by private car and make the most effective use of existing public transport facilities.

The following adopted policies are considered to be of relevance to this application for the reasons set out below and discussed in more detail below.

Policy SP 1 – the development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development along with retail and leisure activity. It would be consistent with the Manchester City Centre Strategic Plan having regard to the character, issues and strategy for this part of the City Centre.

In addition it would provide good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would both enhance and create character, reuse previously developed land and improve access to jobs and reduce the need to travel

Policy EC1 – Land for Employment and Economic Development – The proposals would support the City's economic performance and by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities creating inclusive sustainable communities.

The application site is well connected to the City's existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use.

The City Centre is a key location for major employment growth and the proposals would create a significant number of new jobs in appropriate sectors which would in turn contribute to economic growth.

In design terms the development would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area, and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe) The proposals would provide a commercially led mixed use development at Piccadilly, a priority location considered as suitable for such schemes as well as for high density buildings.

The proposals would provide a range of uses, including offices, serviced apartments, retail and tourism facilities to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre.

Policy - CC2 Retail – The proposals would improve retail provision and the quality of the retail offer within the City Centre

Policy CC4 – Visitors, tourist, culture and leisure - The proposed serviced apartments would contribute to the quality of the City Centre visitor accommodation offer as well as improving the infrastructure to accommodate visitors.

Policy CC5 – Transport – The proposed development would contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC6 City Centre High Density Development – The proposals new build elements would be a high density development and maximise the efficient use of land.

Policy CC7 Mixed Use Development - The proposed development would be a commercially led mixed-use development with active ground floor uses such as shops and food and drink uses.

Policy CC8 Change and Renewal - The proposals would contribute to the City Centre's role in terms of employment and retail growth and improve its accessibility and legibility.

Policy CC9 Design and Heritage – The proposed new buildings would have a high standard of design appropriate to the City Centre context and character and would not have an adverse impact on the setting of adjacent listed buildings.

Policy CC10 A Place of Everyone – The development would introduce a wide range of uses and therefore appeal to a wide range of residents and visitors which would be accessible by a range of sustainable transport options.

Policy T1 Sustainable Transport – The proposed development would encourage model shift away from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design which would result in a development that would respond positively at street level enhancing the character of the area and the overall image of Manchester at a major arrival point for visitors to an users of City Centre and indeed the wider Regional Centre. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN3 Heritage – The development would not have an adverse impact on the setting of adjacent listed buildings.

EN15 Biodiversity and Geological Conservation – The development will create opportunities to enhance and create new biodiversity on-site through the inclusion of bat boxes within the development and tree planting.

Policy EN 16 - Air Quality The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 18 - Contaminated Land and Ground Stability- A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy DM 1- Development Management – sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal: :

- appropriate siting, layout, scale, form, massing, materials and detail;
- 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.

These are considered in detail below.

Saved UDP Policies

DC19.1 Listed Buildings – which states that the Council will seek to preserve or enhance the setting of listed buildings by appropriate control over the design of new development in their vicinity.

Policy DC20 Archaeology – The application site is likely to contain some archaeological remains and therefore the proposals are likely to affect a site of archaeological interest and appropriate mitigation measures are discussed below.

DC26.1 Development and Noise - which details how the development control process will be used to reduce the impact of noise on people living and working in the City and states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity.

DC26.5 Development and Noise - which states that the Council will control noise levels by requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

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.

ISSUES

The Schemes Contribution to Regeneration - Regeneration is an important planning consideration. Station Approach is located within the heart of Manchester City Centre and there has been a significant amount of investment around Piccadilly over the past 15 years. This has to continue if the City Council is to secure its economic growth targets. Gateway House is situated at one of the major gateways into the regional centre and as such it is important that it is bought back into an acceptable and active use as soon as possible.

A high quality refurbishment and the new build offices would contribute to the City Council's objective of continuing to attract national and international occupiers to the City, subsequently enabling the City to compete for investment nationally and Internationally. The proposed development would enhance Manchester's competitive offer as a principle destination for inward investment and would create opportunities to attract the organisations and companies that Manchester City Council would consider as being capable of making a significant economic and regenerative contribution to the City.

The proposed high quality development along with the improvements to the adjacent public realm could encourage further investment in the area. The high quality refurbishment of retail units to Station Approach would provide active frontages and improve amenity and facilities in the area.

The development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with

sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, ,CC4, CC7, CC8, CC10, EN1 and DM1.

Siting and Design Issues – The siting of the proposed new buildings, their scale, form, massing, proportion, materials and relationship to other structures including Gateway House are key considerations in relation to the merits of the proposals

The proposals are considered to be appropriate and acceptable at this key strategic gateway entry point to the City Centre. The refurbishment of Gateway House would provide a modern, high quality façade. Its design would re-inforce the horizontal emphasis of the existing building through the use of ceramic frit banding and narrow strips of louvres that would also serve as ventilation requirements for the hotel bedrooms

The new colonnaded podium base would frame the individual shop units and provide a unifying element across all aspects of the scheme.

The siting of the new build elements, their scale, form, massing, proportion, materials and relationship to other structures are key considerations in relation to the merits of the proposals. The design of the new proposed building fronting Ducie Street would provide a new high quality building on an important prominent site within the City Centre. The main facing materials would be predominately clear frameless glazing with contrasting high quality smooth polished concrete and metal cladding panels.

The proposed building would respond to the horizontal orientation of fenestration that is an intrinsic design feature of Gateway House. In spatial terms the proposed building would help reinforce the Station Approach and Ducie Street junction.

In view of the above the proposals would be consistent with sections 1, 2, 4, 6, 7 and 8 of the National Planning Policy Framework and policies SP1, DM1, EN1, EN2, EN3, CC6 and CC9 of the Core Strategy.

Character of the Proposed Building and its Impact on nearby Listed Buildings

It is considered that the proposed refurbishment of Gateway House would be of a high quality and that the proposed facade treatment would not have a detrimental impact on the setting of the listed buildings within the area.

The scale, massing and design quality of the proposed development along with design features and the proposed materials would allow the development to respond well to its context and ensure that it has a positive relationship to adjacent listed buildings. The new 8 storey building would be of a similar height to Gateway House and is sympathetic to the scale and massing of the The Place Apartment Hotel building.

In view of the above the proposals would be consistent with section 12 of the NPPF and Core Strategy policies EN3 and CC9. and saved UDP policy DC19.1.

Impact on the Local Environment - Consideration needs to be given to the impact that the proposed new building would have on the local environment. It is noted that

the site is surrounding by commercial development, car parks and operations associated with Piccadilly Railway Station.

(i) Wind - An assessment of the likely impact of the development on local wind patterns has been submitted with the application. This concludes that whilst overall the conditions around the site would be in keeping with the intended pedestrian use of the site some mitigation measures are recommended to improve the pedestrian environment at entrances. These measures are capable of being a condition of any consent granted.

Subject to compliance with any such conditions in respect of wind impact the above the proposals are consistent with policy DM1 of the Core Strategy.

(ii) Sunlight, Daylight and Overshadowing -An assessment of the likely sunlight, daylight and overshadowing impacts of the proposed development has been undertaken by assessing the effects of the development against the BRE209 Site Layout planning for daylight and sunlight 2011. This concluded there would be no adverse impact from overshadowing on adjacent residents.

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. The new loading bay has been designed to accommodate the typical delivery requirements for the site.

The proposal would result in the loss of the existing ground level car park. However the car park in the basement level would remain and given the location of the application site near to a number of public transport options it is considered that adequate car and cycle parking would be provided in close proximity.

In view of the above the proposals are consistent with section 4 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

Green Travel Plan / Cycling - The information submitted in support of the application recognises the need to encourage those employed within the development and visitors to travel to work by sustainable transport modes and is committed to the development and implementation of a Travel Plan, that would promote car sharing, cycling, walking, public transport thereby reducing the demand for on-site parking spaces.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework and Core Strategy policies DM1 and T2.

Sustainability – It is considered that the proposal would be highly sustainable in terms of energy conservation, use of passive systems such as solar shading and natural ventilation, use of materials and waste minimisation, reuse and recycling and is expected to gain a BRE AAM rating of very good to excellent. Whilst designed for commercial office use, the high quality of the space and provision of services mean that it could be adapted at some future point for other uses if necessary.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework and Core Strategy policies SP1, DM1 and T2.

Full access and Inclusive Design - The principle entrances to all buildings would be level with lifts providing full access to all floors located within close proximity of this entrance area.

Seven wheelchair accessible hotel apartments have been proposed. 1 per floor to the north of the central core, facing Station Approach

In view of the above the proposals are consistent with Core Strategy policy DM1.

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.

In view of this the proposals are considered to be consistent with Core Strategy policy DM1.

Crime and Disorder - It would be expected that an enhanced level of personal security for those using the area would result from this development as a result of the improvements to the level of ground floor activity on the site, increased footfall providing natural surveillance of Station Approach. The same principal is being proposed for the rear of Gateway House as several retail units will have dual frontages and both the proposed large retail unit and the Gym entrances would be located here. Greater Manchester Police have been involved in pre-application discussions on the scheme and have provided a crime impact assessment. Greater Manchester Police have raised no objections to the proposals and it is expected to achieve Secured by Design accreditation. A condition requiring that the development seeks to achieve that accreditation is capable of being attached to any consent granted.

In view of the above the proposals are consistent with Core Strategy Policy DM1.

Noise / Impact on Amenity - Whilst the principle of the proposed use is considered to be acceptable the impact that adjacent noise sources might have on occupiers needs to be considered as is the impact that the uses within the development might have on adjacent occupiers.

The acoustic report submitted with the application outlines how the premises can be sufficiently acoustically insulated to prevent the disturbance of residents from adjacent noise sources and these measures are capable of being a condition of any consent granted.

It is considered that subject to compliance with conditions relation to the hours of operation, the hours during which deliveries can take place, the acoustic insulation of the various uses within the building and any associated plant and equipment that there will be no adverse impact on amenity as a result of the proposed use.

In view of the above subject to compliance with conditions the proposals would be consistent with Core Strategy Policies SP1 and DM1 and saved UDP policies DC26.1 and DC26.5.

Archaeological issues - No Pre Construction Archaeological Report was submitted with the application however GMAAU have concluded that they accept that below-ground evidence for the earlier activity will have been severely impacted upon by the later developments and that taking all matters into consideration that there is sufficient information to acknowledge that any archaeological evidence for the earlier phases of activity will have been severely damaged and truncated by subsequent phases of redevelopment. A condition can be attached to any consent granted that requires a phased programme of archaeological work to be undertaken to record and understand the heritage assets to be lost by a qualified archaeological contractor funded by the applicant prior to development commencing.

In view of the above the proposals would be consistent with section 12 of the National Planning Policy Framework, policy CC9 of Core Strategy and saved UDP policy DC20.

Wildlife Issues - The Ecological Constraints Assessment and Ecological Validation surveys submitted with the application commented that a further bat survey should take place prior to the works commencing on site and there is a requirement that works are scheduled to allow the any black redstarts to complete the breeding and fledging of young . A condition is capable of being attached to any consent granted to require the carrying out of the above measures before development commences.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy.

Contaminated Land Issues – A condition requiring that a full site investigation is carried out and that appropriate remediation measures are submitted and agreed is capable of being attached to any consent granted.

Subject to compliance with an appropriate condition the above the proposals are considered to be consistent with policy EN18 of the Core Strategy.

Consultation Responses

Network Rail comments - The development proposals include a significant upgrade to the quality and width of this access road, creating a shared space which can be enjoyed by the current and future users of this area. The hotel drop-off / taxi zone which is located mid-way along the western side of the access road would be a dedicated space for this use and would be managed accordingly. No ranking of taxis is proposed in this area and similar vehicular height restrictions to the existing situation is likely to remain.

With regard to traffic volumes, it is believed that any increase in traffic volumes from the proposed uses would be offset by the removal of the current car parking provision while the vacation of Avis Car Rental from their site adjacent to the access road entrance on Ducie Street has seen a significant reduction in traffic movements, which

used to include the arrival of car transporters which would cause obstructions in the vicinity of the access road. When comparing the current and proposed ground floor uses within the Gateway House building, there will be a very similar number of units within the ground floor.

Therefore it is concluded that the development proposals would not be likely to generate a material increase in overall traffic movements, and the likely changes in vehicle types using this access road would be accommodated within additional dedicated space which is provided outside of the general running width along the entirety of the access road. The developer has proposed the inclusion of a Service Vehicle Management Plan which is capable of being attached as a planning condition. The content of any management plan would need to be agreed in writing with MCC prior to the occupation of the development and could include commitments towards the management of the physical space for the various uses, along with potential requirements relating to the timing of arrival of certain service vehicle activity.

Objectors comments

The comments from the objector about the opportunity to look at this site in conjunction with their own land-holding is noted. Whilst there may be merit in such an approach, the LPA has to consider the application as submitted. As set out in the report, this proposal is considered to acceptable in planning terms. The scheme does recognise the opportunity and need to improve connectivity to the adjoining land and would allow for improved connectivity should this be required in the future. In any event, approval of this scheme would not prevent an alternative scheme being brought forward involving a more comprehensive approach.

Article 31 declaration - Officers have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. The acceptability in principle of the proposed development and mix of uses was established at pre application stage and officers were involved in pre-application discussions and advised about the appropriate form in design terms for a development of this nature on this site. The applicants were also advised about the level of information that would need to be submitted with the application to overcome any concerns in relation to potential impacts on amenity, crime an disorder, highway safety, disabled access and environmental impacts and issues relating to these aspects of the scheme are detailed in application report..

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 proposal is in accordance with Section's 1 (Building a strong and competitive economy),² (Ensuring the Vitality of Town Centres),⁴ (Promoting Sustainable Transport), 7 (Requiring Good Design),¹⁰ (Meeting the challenge of climate change, flooding and coastal change) and 11 (Conserving and enhancing the natural environment) of the National Planning Policy Framework, Guide to Development in Manchester Supplementary Planning Document and Planning Guidance Core Strategy Policies SP1 (Spatial Principles), EC1 (Employment and Economic Growth in Manchester), CC1 (Primary Economic Development Focus: City Centre and Fringe), CC2 (Retail), CC4 (Visitors – Tourism, Culture and Leisure), CC6 (High Density Development), CC7 (Mixed Uses Development), CC8 (Change and Renewal), C10 (Leisure and the Evening Economy), T1 (Sustainable Transport), T2 (Accessible areas of Opportunity and need), EN1 (Design Principles and Strategic Character Areas), EN8 (Adaptation to Climate Change), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN 18 (Contaminated Land and Ground Stability) and DM1 (Development Management) and saved UDP Policies DC19.1 (Listed Buildings), DC20 (Archaeology) and DC26 (Development and Noise) in that the development would reuse previously developed land helping to secure sustainable economic growth and to creating jobs and prosperity, would spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and would help create inclusive sustainable communities, would provide new jobs and facilities in a highly accessible location, would develop a key site within the city centre, would be consistent with the aim of bringing forward economic and commercial development along with retail and leisure activity, would contribute to the growth of the Regional Centre, would assist in the improvement of the sub-region's economic performance, would improve the vitality and viability of the Centre through the delivery of development that would regenerate a currently under-used site and would secure economic growth through the provision of employment generating uses, would create a significant number of new jobs in appropriate sectors which would in turn contribute to economic growth, would improve retail provision and the quality of the retail offer within the City Centre, would contribute to the quality of the City Centre visitor accommodation offer as well as improving the infrastructure to accommodate visitors, would be consistent with the Manchester City Centre Strategic Plan having regard to the character, issues and strategy for this part of the City Centre, would have a high quality design which would help to improve the overall appearance of the application site within the street scene, would be well integrated into the natural, built and historic environment, would not have an adverse impact on the character or appearance of adjacent listed buildings, would make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, would create a well designed place that

would both enhance and create character, would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area, would in terms of the new build elements be a high density development and maximise the efficient use of land, would facilitate sustainable patterns of transport use being highly accessible by all forms of public transport and reduce reliance on cars therefore minimising emissions from traffic generated by the development, would by virtue of its City Centre location would minimise journey lengths for employment, shopping, leisure and other activities, would be highly sustainable, would not have an adverse impact on amenity, including in terms of privacy, light, noise, vibration, air quality and road safety and traffic generation, would be fully accessible to disabled people, would in design terms consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime, would improve the adjacent public realm and due to its location contribute to improving air quality by being accessible by a variety of modes of transport, would not have an adverse impact on water quality would minimise surface water run-off and ground water contamination, would not have any contaminated land and ground stability implications, would improve biodiversity, would increase natural surveillance which in turn would reduce opportunities for crime and disorder related issues and would allow investigations that would give an understanding of any archaeological heritage assets on the site.

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:

(a) L(--) 001 Rev A, L(10)100 Rev A , L(10)101Rev B, L(10)102 Rev B, L(10)103 Rev D, L(10)106, Rev B, L(10)200, L(10) 201Rev C, L(10)202 Rev B, L(10)203 , L(10) 204Rev B, L(10)205 Rev A, L(10)206 Rev, L(10) 207 Rev B, L(10)208, L(10) 209 Rev B, L(10) 210, L(10) 211 Rev A, L(10)250 Rev A and L(10)300 Rev A all stamped as received on 22-10-12;

(b) Requirements as detailed in Sandy Brown Associates LLP acoustic report 10-03-2011;

(c) Letter from Hodder and Partners dated 21st December modifying the scheme to remove the ground floor extension at the south eastern elevation of the building; and

(d) Wind mitigation measures identified in the Concluding Remarks Section of RWDL's Pedestrian Level Wind Microclimate Assessment Desk Study dated 7th April 2011.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, EC1, CC1, CC4, CC6, CC7, CC8, C10,

T1, T2 , EN1, EN8 , EN15 , EN16, EN17, EN 18 and DM1 and saved UDP Policies DC19.1 and DC26.

3) 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.

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

4) The wheels of contractors 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, and pursuant to policies DM1 and SP1 of the Core Strategy.

5) 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.

(a) 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 Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

6) The development hereby approved shall not commence unless and until a Construction Management Plan, including a Site Waste Management Plan, Air Quality Plan, final details of necessary mitigation measures in respect of the protection of bat roosts and associated foraging and commuting 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 policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

7) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed for the duration of the construction and fitting out of the development.

Reason: In the interests of local amenity, pursuant policies SP1 and DM1 of the Core Strategy.

8) Before development commences or within a timescale as otherwise agreed in writing by the City Council a scheme for the acoustic insulation of any externally mounted ancillary equipment 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

9) Before development commences or within a timescale as otherwise agreed in writing by the City Council, a scheme for the storage (including segregated waste recycling) and disposal of refuse for (a) the serviced apartments; (b) the offices; (c) the gym; and (d) the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented prior to occupancy or in the case of the ground floor units prior to any new tenancy commencing and shall remain in situ whilst the use or development is in operation.

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

10) Before development commences or within a timescale as otherwise agreed in writing by the City Council, a scheme for the extraction of any fumes, vapours and odours from (a) the serviced apartments; (b) the offices; (c) the gym; and (d) the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented prior to occupancy or in the case of the ground floor units prior to any new tenancy commencing and shall remain in situ whilst the use or development is in operation.

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

11) Before any new use hereby approved commences, within each of the ground floor units 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.

12) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00 Sundays and Bank Holidays

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..

13) 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 - 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

14) Before development commences or within a timescale as otherwise agreed in writing by the City Council ,details of the scheme of acoustic insulation including where necessary acoustic glazing and acoustically treated ventilation of the following shall be submitted and approved in writing by the City Council as local planning authority:

(a) the serviced apartments:

- (b) the gym;
- (c) the offices;
- (d) any new Class A3, A4 or A5 use within the ground floor unit.

The acoustic attenuation scheme hereby approved shall be implemented in full before each of the above uses first commences.

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.

15) No part of the site outside of the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority.

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.

16) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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.

17) Before development commences or within a timescale as otherwise agreed in writing by the City Council 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 unless otherwise agreed in writing.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

18) Before development commences or within a timescale as otherwise agreed in writing by the City Council details of the number, location and layout of facilities for cycle parking to be included within the development site shall be submitted and approved in writing by the City Council as Local Planning Authority. The approved cycle parking shall be in place before the use of the development commences.

Reason

In the interests of public safety pursuant to policies DM1 and T2 of the Core Strategy.

19) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy

20) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the building hereby approved is first occupied unless otherwise agreed in writing.

Reason: In order to minimise the environmental impact of the development pursuant to the principles contained in the Guide to Development in Manchester 2 and policies SP1, DM1 and EN8 of the Core Strategy

21) No development shall take place / commence until a Written Scheme of Investigation (WSI) covering a programme of archaeological works has been submitted to and approved in writing by the Local Planning Authority and the report(s) made available for consideration. No development shall take place other than in accordance with the approved WSI. The WSI shall cover the following:

1. A phased programme and methodology of site investigation and recording to include: - a desk-based assessment - (where appropriate historic building assessment and possibly more a more detailed survey and interpretive record) - targeted archaeological evaluation - (depending upon the evaluation) targeted area excavation
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 archaeological interest represented
3. Provision for publication and dissemination of the analysis and report on the site investigation
4. Provision for archive deposition of the report and records of the site investigation

5. Nomination of a competent person or persons / organisation to undertake the work set out within the approved WSI

The archaeological works should be undertaken by a suitably experienced and qualified archaeological contractor, funded by the applicant. GMAAS would monitor the implementation of the work on behalf of Manchester local planning authority. Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved Unitary Development Plan policy DC20.1 and guidance in section 12 of the National Planning Policy Framework.

22) Before development commences or within a timescale as otherwise agreed in writing by the City Council final details of the proposed landscaping scheme (including details of the proposed materials) shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme 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, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - 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 EN1, EN9, EN15 and SP1 of the Core Strategy.

23) Occupation of the development shall not commence unless and until a servicing management strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy.

24) Before the development is commenced or within a timescale as otherwise agreed in writing by the City Council a shop front and signage design strategy for the commercial units shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant policies SP1 and DM1 of the Core Strategy.

25) 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 and the arrangements hereby

approved shall remain in place as long as the development is operating for the purposes hereby approved

Reason: For the avoidance of doubt and so as to provide direct access for all, pursuant to policy DM1 of the Core Strategy

26) No development shall commence until an additional bat survey of the main building and undercroft is carried out and a method statement, including details of replacement nesting sites, is submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied.

In the interests of visual and residential amenity, in the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 11 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1.

27) Notwithstanding information shown within the Gateway House Facade Lighting Concept, 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, pursuant to Core Strategy policies SP1 and DM1.

28) Before development commences or within a timescale as otherwise agreed in writing by the City Council, the following details shall be submitted and approved in writing by the City Council as Local Planning Authority:

- Confirmation that of measures that will ensure that no surface from this development is to be discharged either directly or indirectly to the combined sewer network.
- Confirmation that the site would be drained on a separate system, with only foul drainage connected into the foul sewer.

Reason – In the interests of protecting adjacent watercourses, and sewer networks pursuant to Section's 10 and 11 of the National Planning Policy Framework and pursuant to policies EN15 and SP1 of the emerging Core Strategy.

29) 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 pursuant to the policies SP1 and DM1 of the Core Strategy.

30) The development hereby approved should be scheduled to allow the any black redstarts to complete the breeding and fledging of young before development commences.

Reasons

In the interests of the protection of black redstarts pursuant Section 11 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15

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: 100761/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
Environment & Operations (Refuse & Sustainability)
City Centre Regeneration
Transport for Greater Manchester
Greater Manchester Police
Network Rail
Greater Manchester Ecology Unit
Environmental Health
Network Rail
City Centre Regeneration
Contaminated Land Section
Environmental Health
Highway Services
Environment & Operations (Refuse & Sustainability)
Greater Manchester Ecology Unit
Greater Manchester Police
Transport for Greater Manchester
Hotel International, 34 London Road, Manchester, M1 2PF
Gateway Garage, Ducie Street, Manchester, M1 2GH
Unit B, 111 Piccadilly, Manchester, M1 2HY
Unit C, 111 Piccadilly, Manchester, M1 2HY
Unit D, 111 Piccadilly, Manchester, M1 2HY
Unit E, 111 Piccadilly, Manchester, M1 2HY
Malmaison, Piccadilly, Manchester, M1 3AQ

14 - 16 Whitworth Street, Manchester, M1 3BS
4 Whitworth Street, Manchester, M1 6QW
111 Piccadilly, Manchester, M1 2HY
Fourteenth Floor, Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY
Ground Floor, Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY
First Floor, Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY
Fourth Floor, Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY
Fifteenth Floor, Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY
Sixteenth Floor, Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY
38 London Road, Manchester, M1 2PF
Flat 1, 14 Whitworth Street, Manchester, M1 3BS
Flat 2, 14 Whitworth Street, Manchester, M1 3BS
Flat 3, 14 Whitworth Street, Manchester, M1 3BS
Flat 4, 14 Whitworth Street, Manchester, M1 3BS
Flat 5, 14 Whitworth Street, Manchester, M1 3BS
Flat 6, 14 Whitworth Street, Manchester, M1 3BS
Flat 7, 14 Whitworth Street, Manchester, M1 3BS
Flat 8, 14 Whitworth Street, Manchester, M1 3BS
Flat 9, 14 Whitworth Street, Manchester, M1 3BS
Flat 10, 14 Whitworth Street, Manchester, M1 3BS
Flat 11, 14 Whitworth Street, Manchester, M1 3BS
Flat 12, 14 Whitworth Street, Manchester, M1 3BS
Flat 14, 14 Whitworth Street, Manchester, M1 3BS
Flat 15, 14 Whitworth Street, Manchester, M1 3BS
Flat 16, 14 Whitworth Street, Manchester, M1 3BS
Flat 17, 14 Whitworth Street, Manchester, M1 3BS
Flat 18, 14 Whitworth Street, Manchester, M1 3BS
Flat 19, 14 Whitworth Street, Manchester, M1 3BS
Flat 20, 14 Whitworth Street, Manchester, M1 3BS
Flat 21, 14 Whitworth Street, Manchester, M1 3BS
Flat 22, 14 Whitworth Street, Manchester, M1 3BS
Flat 23, 14 Whitworth Street, Manchester, M1 3BS
Flat 24, 14 Whitworth Street, Manchester, M1 3BS
Flat 25, 14 Whitworth Street, Manchester, M1 3BS
Flat 26, 14 Whitworth Street, Manchester, M1 3BS
Ninth Floor And Tenth Floor, 111 Piccadilly, Manchester, M1 2HY
Thirteenth Floor Suite 13a, 111 Piccadilly, Manchester, M1 2HY
First Floor And Second Floor, 4 Whitworth Street, Manchester, M1 6QW
Eleventh Floor Offices, 111 Piccadilly, Manchester, M1 2HY
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
Twelfth Floor Suite 12a, 111 Piccadilly, Manchester, M1 2HY
Seventeenth Floor Suite 17a, 111 Piccadilly, Manchester, M1 2HY
Seventeenth Floor Suite 17b, 111 Piccadilly, Manchester, M1 2HY
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
The Place Apartment Hotel, Ducie Street, Manchester, M1 2TP
Basement, Units 8 And 9, Dale Street, Manchester, M1 1JA
Second Floor And Third Floor, 111 Piccadilly, Manchester, M1 2HY
Duplex 1, 37 Ducie Street, Manchester, M1 2JF
Duplex 2, 37 Ducie Street, Manchester, M1 2JF
Duplex 3, 37 Ducie Street, Manchester, M1 2JF
Room 228, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 101, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 102, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 103, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 104, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 105, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 110, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 111, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 113, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 115, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 116, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 117, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 119, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 125, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 127, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 128, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 129, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 130, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 131, Ducie House, Ducie Street, Manchester, M1 2JF
First Floor Unit 133, Ducie House, Ducie Street, Manchester, M1 2JF
Unit 2, Store Street, Manchester, M1 2WB
Basement And Ground Floor, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 201, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 202, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 203, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 204, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 205, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 207, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 210, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 211, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 212, Ducie House, Ducie Street, Manchester, M1 2JF

Second Floor Unit 213, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 214, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 215, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 217, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 219, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 221, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 223, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 224, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 225, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 226, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 227, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 228, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 229, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 230, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 231, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 232, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 233, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 234, Ducie House, Ducie Street, Manchester, M1 2JF
Second Floor Unit 235, Ducie House, Ducie Street, Manchester, M1 2JF
Duplex Unit 4, Ducie House, Ducie Street, Manchester, M1 2JF
Third Floor Unit 300, Ducie House, Ducie Street, Manchester, M1 2JF
Third Floor Unit 302, Ducie House, Ducie Street, Manchester, M1 2JF
Third Floor Unit 303, Ducie House, Ducie Street, Manchester, M1 2JF
Third Floor Unit 304, Ducie House, Ducie Street, Manchester, M1 2JF
Third Floor Unit 305, Ducie House, Ducie Street, Manchester, M1 2JF
Third Floor Unit 306, Ducie House, Ducie Street, Manchester, M1 2JF
Third Floor Unit 308, Ducie House, Ducie Street, Manchester, M1 2JF
Third Floor Unit 310, Ducie House, Ducie Street, Manchester, M1 2JF
Unit 106, Ducie House, Ducie Street, Manchester, M1 2JF
Unit 206, Ducie House, Ducie Street, Manchester, M1 2JF
The Cotton House, Ducie Street, Manchester, M1 2TP
First Floor Units 121-123, Ducie House, Ducie Street, Manchester, M1 2JF
Twelfth Floor Suite 12b, 111 Piccadilly, Manchester, M1 2HY
Thirteenth Floor Suite 13b/13c, 111 Piccadilly, Manchester, M1 2HY
Fifth Floor, 111 Piccadilly, Manchester, M1 2HY
Unit A, 111 Piccadilly, Manchester, M1 2HY
Seventh Floor And Eighth Floor, 111 Piccadilly, Manchester, M1 2HY
Sixth Floor Suite 6a, 111 Piccadilly, Manchester, M1 2HY
Sixth Floor Suite 6b, 111 Piccadilly, Manchester, M1 2HY
Ducie House, Ducie Street, Manchester, M1 2JF
Paradise Wharf, Ducie Street, Manchester, M1 2JN
Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY
14 Whitworth Street, Manchester, M1 3BS
6 Whitworth Street, Manchester, M1 6QW
Flat 1, 81 Dale Street, Manchester, M1 2BW
Flat 2, 81 Dale Street, Manchester, M1 2BW
Flat 3, 81 Dale Street, Manchester, M1 2BW
Flat 4, 81 Dale Street, Manchester, M1 2BW
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Flat 82, 81 Dale Street, Manchester, M1 2BW
Flat 83, 81 Dale Street, Manchester, M1 2BW
5 Ducie Street, Manchester, M1 2JB
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
Flat 104, 5 Piccadilly Place, Manchester, M1 3BR
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Flat 1014, 5 Piccadilly Place, Manchester, M1 3BP
Flat 1015, 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
Premier Inn, 72 Dale Street, Manchester, M1 2HR
1 Gateway House, Piccadilly Station Approach, Manchester, M1 2GH
3 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
Suite 15A, Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY
Suite 15B, Rodwell Tower, 111 Piccadilly, Manchester, M1 2HY

Representations were received from the following third parties:

Contaminated Land Section
United Utilities

Relevant Contact Officer : Angela Leckie or Dave Roscoe
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Email : a.leckie@manchester.gov.uk ,
d.roscoe@manchester.gov.uk