

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143253/FO/2025

Date registered valid: 18 June 2025

Proposal: Refurbishment and reuse of Boulton House (including new build extensions up to seven storeys to Bloom Street and 1 storey to Major Street) to provide 261 serviced apartments and associated amenity space (Class C1) plus flexible ground floor commercial uses (Use Class E and/or Sui Generis (p) and (q) along with associated landscaping and public realm works, external plant, and amended servicing and access arrangements (including new secure cycle parking).

Address: Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY

Ward(s): Piccadilly Ward

Applicant: The James (M1) Living Limited

Agent (if any): Eve Grant Deloitte LLP

Case officer: Michael Pearson
Tel: 0161 219 2735
Email: michael.pearson@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 12/09/2025

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit:

Standard consultations:

Printed: 27 June 2025 Expired: 18 July 2025

Neighbour notifications

Printed: 26 June 2025 Expired: 17 July 2025

Site notice

Posted: Expired:

Press advert

Published: 1 July 2025 Expired: 22 July 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to Boulton House, a part nine storey part seven storey modernist office block dating from 1973, and the south-eastern facing gable wall of the Grade II listed 8 Minshall Street/42 Bloom Street. The site was previously home to Victorian warehouses before being redeveloped in the late 1960s/early 1970s. Boulton House, designed as a modern interpretation of a Victorian warehouse, is completed in a brown brick, with zinc cladding to its ground and top floors. As a modernist property, the building sits within a generous plot, its main nine storey element spans the site's Chorlton Street frontage, with its secondary seven storey property being set back from both Major Street and Bloom Street. This secondary element however is stepped further back from Bloom Street than it is Major Street, giving the building an irregular T shape footprint. The open areas of the site along Major Street and Bloom Street are in use as surface car parks. The redevelopment of the site saw the stopping up of Hart Street which previously ran through the site to Chorlton Street. Boulton House, originally intended as offices, is now in mixed use as offices (Class E(g)(i)) and premises for the provision of education (Class F1(a)). 8 Minshall Street/42 Bloom Street is a five storey Victorian shipping warehouse completed in an ornate façade of red brick and sandstone window surrounds. The site is currently unoccupied having last been in use as a nightclub (Sui Generis).

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The neighbouring area constitutes that of Manchester City Centre, with the Whitworth Street Conservation Area lying across Chorlton Street to the south of the site. The application sits as a

midway point between the City Centre neighbourhoods of Chinatown, the Gay Village along Canal Street and Piccadilly Gardens. The neighbouring plots surrounding the application site represent a tight cluster of post-war modernist development, consisting of Boulton House itself (Dated 1973), Arthur House to the north (Dated 1963), Barlow House, Manchester Chorlton Street Coach Station (Dated 1950) and Manchester One (Formerly St Andrews House; Dated 1962). To the south of the site lies an empty plot in use as a surface car park. Standing in contrast to the properties lie a high number of Victorian properties located to the south and east of the application site, these include the Grade II listed 11 Bloom Street, Minshull House, 9 Richmond Street, The Churchill Public House, and 39 Chorlton Street; to the north of the site past Arthur House lies the Grade II* listed Britannia Hotel. Neighbouring uses are largely comprised of office and educational uses, with residential development lying to the south of the site along Canal Street and an extant permission for residential apartments lying to the south-east of the site across Bloom Street at 11 Bloom Street and Mindel House.

Description of development

The proposal seeks consent for the refurbishment and reuse of Boulton House, including new build seven storey extension to Bloom Street and one storey to Major Street, all to provide 261 serviced apartments and associated amenity space (Class C1), as well as a flexible ground floor commercial unit (Use Class E and/or Sui Generis (p) and (q)), along with new landscaping, public realm works and external plant.

The proposed seven storey extension would infill the gap in the application site's frontage along Bloom Street between its nine storey element along Chorlton Street and the Grade II listed 8 Minshull Street. The extension's front elevation to Bloom Street would be completed in new facing brick, that would closely match that of the site's existing brick, and anodised perforated metal panels. The extension would also feature a two storey high gap in its south-western corner to provide access to the centre of the site and Hart Street. The extension's rear elevation would be completed in a glazed white brick to assist in lighting the public realm to its rear within the centre of the site, and be stepped with it's second through to sixth floors overhanging the first and ground floors on Bloom Street. The extension would then be topped with a flat green roof.

The single storey extension to the site's Major Street elevation would reinstate the historic build line of the street. The extension would be completed in brick to match that of the original façade, with powdercoated doors and windows. The extension would also feature a flat green roof.

Other external refurbishment works comprise of the removal of existing zinc cladding and replacement with a new anodised gold panel system. The property's windows would be removed for new powdercoated metal units, with decorative perforated purge ventilation panels. At ground floor and first floor, double height glazing would be instated along the property's Chorlton Street elevation. Atop the property's existing seven storey element along Major Street a roof garden with hard and soft landscaping measures, including 4no trees, would be created.

Public realm and landscaping works would see the planting of 4no street trees along the application site's Major Street elevation, and the creation of a landscaped piece of public realm within the courtyard that would be created in the centre of the application site. The area of public realm would feature hard and soft landscaping measures, including new street trees and shrubs. The area of public realm would be created with the end goal of reinstating through access from Hart Street to Bloom Street and Chorlton Street.

The proposed aparthotel would feature 261no serviced apartments, would allow for short, medium and long terms lets. Internally, each aparthotel room would feature a bedspace, en-suite bathroom and a kitchenette, allowing for self-catering. The ground floor of the aparthotel would then provide

space for a plant room, cycle store, gym, business lounge, meeting space, reception, staff area, dining room and social lounge.

A 268sqm commercial unit would be sited at the corner of Chorlton Street and Bloom Street, would feature an internal riser allowing for roof extraction. The proposed use of the space would be Class E and/or Sui Generis (p) and (q) to allow for flexibility with an end user.



Proposed visualisation of the development as seen from Chorlton Street

Planning History

143387/LO/2025 - Listed Building Consent for interface works to 8 Minshull Street to facilitate the redevelopment and reuse of Boulton House – Application pending consideration.

136790/FO/2023 - Change of use of Floor 2 and one additional upper floor from Offices (Use Class E(c)) to an educational facility (Use Class F1(a)) and Offices (Use Class E(c)) for a temporary period of 4 years – Approve September 2023.

132757/FO/2022 - Partial infill of existing ground floor under croft to northeast elevation of Boulton House to provide internal cycle storage and shower/changing facilities – Approved March 2022.

121810/FO/2018 - Change of use to a flexible use of a Non-residential institution (Use Class D1) or Office (Use Class B1(a)) pursuant to Schedule 2 Part 3 Class V of the Town and Country Planning (General Permitted Development) (England) Order (2015) as amended, with no more

than 1 floor occupied as Non-residential institution (Use Class D1) at any time – Approved March 2019.

107905/FU/2015/C2 - A change of use of premises on the ground floor from B1 to D1 for primary use as a language school – Approved April 2015.

105474/JO/2014/C2 - Application to vary conditions 2 (Specified Drawings) and 3 (Disabled Access) imposed upon planning approval reference 104456/FO/2013/C2 under section 73 of the Town And Country Planning Act 1990 to allow the entrance to be a stepped entrance rather than a ramped entrance – Approved June 2014.

104456/FO/2013/C2 - Creation of an additional ground floor entrance on the Chorlton Street elevation of the building – Approved March 2014.

059670/FO/CITY2/00 - Elevational alterations including relocation and redesign of main entrance and canopy – Approved August 2000.

058242/FO/CITY2/99 - Provision of 22 additional car parking spaces associated landscaping works and erection of a roller shutter – Approved August 2000.

052081/FO/CITY2/97 - Provision of 6 additional car parking spaces – Approved November 1997.

019615 - Use of forecourt of office building as a landscaped car park – Approved July 1983.

F04415 - Reserved Matters Details of a part 7/part 8-storey office block approved in Outline on 28th July 1971 under Ref. T.P. 59917. Part II - Particulars of decision – Approved June 1976.

Environmental Impact Assessment

The development does not meet the criteria for an Environmental Impact Assessment for developments concerning tourism and leisure, with the application site being located inside the urban area, being less than 0.5 hectares and the proposal having less than 300 bedspaces, 274no. As such no assessment has been undertaken for the proposals.

Consultations & Notification Responses

Publicity – A site notice and press notice were published, neighbouring properties were also notified of the development by letter. Two letters were received, both of which neither supported nor objected to it. The letters can be summarised below:

- The local street network is heavily congested with vehicular traffic. Any construction traffic should avoid peak times in order to cause widespread disruption.
- Efforts should be made to improve the local footpaths surrounding the application site, as they are narrow and in poor condition.

Active Travel England – No objection.

Arborist – No objection.

Cadent Gas – No objection subject to an informative relating to operations in close proximity to Cadent Gas infrastructure.

Environment Agency – No objection received.

Environmental Health – No objection subject to conditions relating to odour extraction, a demolition/construction management plan, demolition/construction hours, hours of use, deliveries and servicing, external lighting, sound insulation from proposed commercial use, use of external areas, sound insulation for proposed hotel development, plant acoustics, waste management, air quality and contaminated land.

Greater Manchester Archaeological Advisory Service – No objection.

Greater Manchester Ecology Unit – No objection subject to planning conditions that would secure a biodiversity net gain on site, and informatives relating to protected species.

Greater Manchester Pedestrians Society – No objection received.

Greater Manchester Police – No objection subject to a condition requiring the development to achieve a Secured by Design accreditation.

Highways – No objection subject to conditions relating to off-site highway works, public realm improvements, cycle storage, waste and servicing management strategy, travel plan and a construction management plan.

Manchester City Council Flood Risk – No objection subject to conditions requiring the submission of a surface water drainage scheme and a management and maintenance plan for a sustainable drainage scheme.

Transport for Greater Manchester – No objection.

United Utilities – No objection subject to conditions relating to surface water drainage and maintenance of sustainable drainage systems.

Policy

The Places for Everyone Plan - Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:

- Policy JP-Strat1 – Core Growth Area
- Policy JP-Strat2 – City Centre
- Policy JP-J2 – Employment Sites and Premises
- Policy JP-J3 – Office Development
- Policy JP-S4 – Flood Risk and the Water Environment
- Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P2 – Heritage
- Policy JP-C5 – Streets for All
- Policy JP-C6 – Walking and Cycling

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy SP1 – Spatial Principles
- Policy EC1 – Employment and Economic Growth in Manchester
- Policy EC2 – Existing Employment Space
- Policy EC3 – The Regional Centre
- Policy CC1 – Primary Economic Development Focus (City Centre and fringe)
- Policy CC2 – Retail
- Policy CC4 – Visitors – Tourism, Culture and Leisure
- Policy CC5 – Transport

- Policy CC7 – Mixed Use Development
- Policy CC9 – Design and Heritage
- Policy CC10 – A Place for Everyone
- Policy C10 – Leisure and the Evening Economy
- Policy T1 – Sustainable Transport
- Policy EN1 – Design Principle and Strategic Characters Areas
- Policy EN3 – Heritage
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN17 – Water Quality
- Policy EN18 – Contaminated Land and Ground Stability
- Policy EN19 – Waste
- Policy DM1 – Development Management

The Unitary Development Plan for Manchester – For the reasons outlined below the following saved UDP Policies are of relevance to this application:

- Policy DC10 – Food and Drink Uses
- Policy DC18 – Conservation Areas
- Policy DC19 – Listed Buildings
- Policy DC26 – Noise and Development

National Planning Policy Framework (NPPF)

- Chapter 6 – Building a strong, competitive economy
- Chapter 9 – Promoting Sustainable Transport
- Chapter 12 – Achieving Well-Designed Places
- Chapter 15 – Conserving and Enhancing the Natural Environment
- Chapter 16 – Conserving and Enhancing the Historic Environment

Other Legislative Requirements

Planning (Listed Buildings and Conservation Areas) Act 1990

National Planning Policy for Waste

Issues

Principle of the Development

The development would see the change of use, extension and external alteration of the application site, Boulton House, a mid-century office building. The supply of good quality office stock within the City Centre remains a key priority and fundamental to its continued economic growth. Maintaining consistent office supply ensures that the city becomes an attractive location for business, creating new jobs and supporting other sectors within the city centre.

Boulton House forms an important part of the Manchester office stock but has struggled in recent years to achieve consistent occupation. Submitted supporting information states that the building is to be fully vacant by the end of 2025 following the expiry of all leases and that there is minimal interest in its occupation due to its age. The applicant has therefore looked to re-use the building for alternative purposes.

When it comes to the re-use of existing office buildings policy EC2 of the Core Strategy states that the Council will seek to retain and enhance existing employment space and sites. The policy goes on to state that alternative uses will only be supported on sites where one of the criteria in the policy can be met. Places for Everyone Plan Policy JP-J2 states that existing employment areas are important in maintaining a strong and diverse supply of sites and premises in

Manchester boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. The supporting text for Places for Everyone Plan Policy JP-J3 states that existing office floorspace will continue to have an essential role in meeting the needs of our businesses, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses. The supporting information for the proposal makes clear that the applicant is of the position that Boulton House is no longer fit for more modern office use, including potential start-up and small scale business, with them going on to attest that the development accords with the first clause of Core Strategy Policy EC2 that states alternative uses for existing employment sites will only be supported provided that the existing use is un-viable in terms of business operations, building age and format.

The loss of Boulton House would result in 8706 sqm of employment floorspace from the city centre. This would result in a significant quantitative loss of employment space. The applicant has undertaken market testing which has demonstrated that the 1970s structure and floorplate configuration does not allow for the building to meet either modern office building standards or occupier occupational requirements. The building therefore does struggle qualitatively to meet modern office standards and attract tenants to the space. Even with comprehensive refurbishment to deliver workspace which meets modern requirements, the market testing has demonstrated that it would deliver returns of just £300,000 on that capital investment.

If a cosmetic refurbishment was delivered at a lower cost, the building would still fail to provide the quality of workspace required to meet occupational demand. It would also become obsolete in 2030 when the Minimum energy Efficiency Standards are implemented requiring a minimum EPC of B (it is currently a C). The historic leasing performance of Boulton House over the last 3 to 5 years and the inability of the building to attract new occupiers also illustrates the challenges faced by the property if no significant interventions and improvements are undertaken.

The City Council accepts that there is a compelling and robust justification for the loss of the office accommodation in this instance. The loss of the office provision satisfies policy EC2 on the basis that the existing use is un-viable in terms of business operations, building age and format.

In accepting the loss of the employment space, the suitability of the aparthotel use must be considered. Policy CC4 states that the City Centre will be the focus for culture and leisure in the City Region and that proposal to support cultural and visitor attractions will be supported. As a result of this an aparthotel is a suitable use within a city centre context. This is supported by policy CC10 which seeks to ensure the City Centre develops as a location which appeals to a wide range of residents and visitors. This will be achieved through diversifying activity within the City Centre and providing high standards of accessibility to attractions across the city.

There is a known deficiency in hotel accommodation within the city centre. This proposal would improve the supply of hotel accommodation and consolidate Manchester as a major tourism and leisure destination.

The use would support the growing number of visitor attractions and major venues in the city such as Co-op Live, Aviva Studios and others which has placed increasing pressures on hotel accommodation in recent years. For the city to remain competitive the supply of hotel accommodation needs to increase. This development would contribute a 261no aparthotel rooms to this supply, helping to meet demand

A clear and convincing justification has been put forward in this instance for the loss of employment space on the basis that the office accommodation is no longer viable.

The reuse and extension of the building is supported for a hotel use as it would help contribute positively to the supply of hotel accommodation in the city and supporting the tourism and business sectors. The proposal accords in principle with Places for Everyone Plan Policy JP-Strat1, JP-Strat2, JP-J2 and JP-J3, Core Strategy Policies SP1, EC1, EC2, EC3, CC1, CC2, CC4, CC7, C10 and DM1 subject to the matters discussed below.

Visual Amenity

Boulton House, a 1970s modernist office block, is considered to be tired in appearance, featuring outdated surface car parks to both its Major and Bloom Street elevations, and a mismatched ground floor corner entrance. Other shortcomings include the property's windows which age the property further, as well as its zinc cladding which adds little in visual interest.

The proposal would create an active street frontage to Bloom Street and Major Street, as well as better activating the application site's Chorlton Street frontage. Access to the proposed aparthotel would be through the proposed internal courtyard, accessed off of Bloom Street, with the commercial unit's entrance proposed to be off of the corner where Bloom Street meets Chorlton Street.

The seven storey infill extension to Bloom Street would address a significant gap within the street scene and be the same height as that of the property's seven storey element along Major Street, as well as the Grade II listed Minshull Street, thereby achieving visual consistency. Additionally, the one storey extension to Major Street would reinstate the historic build line to Major Street and do away with an unattractive surface car park. The façade of Boulton House would be largely retained, with the brown brick that makes up the majority of the property staying in situ, the zinc cladding and windows would be removed, as well as the ground and first floor being remodelled. In place of the zinc cladding, new perforated and decorative anodised metal panels would be introduced, with the entirety of the eighth floor being clad in the panels with hidden fixings. The proposed bay studies illustrate that new windows would feature slim profile frames, that window reveals, including soffits, to the proposed new build extension would be brick. As part of any approval planning condition will secure a detailed review of these aspects of the development through the provision of a sample panel. Alterations to the ground floor would also see the introduction of two storey glazing and columns in matching brick, giving the property more of a presence at street level, and assisting in activating its Chorlton Street elevation further. Where alterations to the property's brickwork are required i.e. introduction of new two storey columns and reworking of property's western corner, it is considered necessary to condition the proposal so that a strategy for the reuse of bricks on site is put forward in order to ensure new proposals blend seamlessly with the original build on site.

The new seven storey extension to Bloom Street and single storey extension to Major Street would also be completed in brick that would be a close visual match to that of Boulton House. The proposed materials deliver a simple, yet effective and high quality façade, which can be read as a modern interpretation of the design principles set out in more historic mill buildings present within Manchester City Centre, with the façade language and order, as well as the proposal's materiality being reminiscent of neighbouring Victorian buildings. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard. Subject to such conditions, it is considered that the development is acceptable in this regard and therefore accords with Core Strategy Policies SP1, EN1 and DM1, and the National Planning Policy Framework.

Impact upon Heritage Assets

The heritage assets that would be affected comprise of both the Whitworth Street and George Street Conservation Areas, as well as 8no Grade II listed buildings and 2no Grade II* listed

buildings. The main impact on them would be how they are experienced along Chorlton Street, Sackville Street and Portland Street.

The George Street Conservation Area, designate in 1985, historically the area has been a changing, dynamic place, partly due to fluctuating economic circumstances. The social and economic revolution of the Industrial Age was a key factor in the development of the area. Many of the residential properties located within it were converted into textile warehouses. The regular grid pattern of streets established in Georgian times is still easily readable. When proposals for new buildings are being considered, the character of existing buildings should be studied. The height, massing and materials of existing buildings should be respected, particularly as this is not an area where landmark buildings can be justified.

The George Street Conservation Area and Grade II* listed Britannia Hotel are located some distance from the application site. The significance of the latter deriving from its brilliantly ornate façade, unusual in most warehouse buildings. The setting of both heritage assets to the east is generally comprised of post-war modernist office development, including that of the application site, Arthur House and Manchester One (Formerly St Andrew's House). The impact on the setting of both assets would be neutral, with the principle of modernist buildings as a backdrop to both heritage assets to the east remaining unaffected.

8 Minshull Street, 11 Bloom Street and Mindel House are a grouping of 3no Grade II listed former warehouses that sit immediately to the east of the application site at the junction where Bloom Street meets Minshull Street. Their significance lies in their ties to Manchester's industrial heritage and impressive facades, as well as forming a neat cluster of Victorian former warehouses. The existing setting of the buildings includes the application site's surface car park along Bloom Street, as well as the surface car park that lies opposite that elevation of the site. These gaps within the street scene where former Victorian era buildings would have sat are considered to negatively impact their setting, with the former urban grain of the local street scene having been lost over time. The addition of the proposed seven storey extension is considered would lead to a minor beneficial impact to be had on the setting of these listed buildings, with the historic build line being reinstated.

Further to the east of the application site lies the Grade II* listed City Police Courts. The significance of the law courts comes in part from its significance as a historic administrative building, as well as its ornate gothic façade. The sightlines between it and the application site are limited due to the presence of the aforementioned listed buildings and tight street pattern. As such, it is considered the development would not impact the setting of the courts.

To the south of the application site lies a cluster of 3no Georgian buildings, this being 9 Richmond Street, 39 Chorlton Street & The Churchill Public House, all of which are Grade II listed. Their significance largely stems from their age and collective group value, being a rare cluster of Georgian buildings within the City Centre. The setting of the buildings is already heavily comprised by post-war modernist development to their north and west, this including the application site and Chorlton Street Coach Station. In line with the comments above, coupled with the reinstatement of the historic build line along Bloom Street and how the underlying impacts that Boulton House has on their setting would remain largely unaffected, on balance, it is considered that the proposal would have a neutral impact on their significance.

To the west of the application site across Chorlton Street lies the Whitworth Street Conservation Area. The Whitworth Street/Princess Street conservation area is uniquely Mancunian in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920, with the area reflecting the historical importance of the textile industry in the city. The general policy in the conservation area is that proposals for new buildings and extensions to existing ones must achieve a high standard of design which relates

to the architectural and urban design character of the area. As with other parts of the city centre, new developments should generally be aligned to the back of the pavement. This represents the most northern extent of the Conservation Area where it runs along past Chorlton Street Coach Station, Boulton House and the surface car park to the south-east of the application site. As existing the setting of the northern part of the Conservation Area is poor, with the modernist development of the application site and Chorlton Street Coach Station contrasting harshly with that of the historic buildings of the Conservation Area. Taking into account the shortcomings of the neighbouring street scene, and how the proposed development, whilst improving the appearance of the application site, would not fundamentally alter the site's contribution to the setting of the Conservation Area as a modernist building, the proposal would have a very minor beneficial impact on the setting of the Conservation Area.

The Grade II listed 27 Sackville Street lies 90m to the south-west of the application site. A small scale well preserved former textiles warehouse, whose significance is derived by its façade and positioning in marking the edge of the Whitworth Street Conservation Area. Its setting offers little in significance with its neighbouring Chorlton Street Coach Station which visually dominates the street scene to the north. Due to a tight/dense street pattern and the presence of the Chorlton Street Coach Station, sightlines in which the application site and the aforementioned listed building can both be appreciated are heavily constrained. On this basis, it is considered that the proposed development would not impact its setting.

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 215 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The City Centre is also the primary economic driver in the City Region and the City Centre. The hotel sector makes a major contribution to the success of the City's economy and investment in hotel provision is important to ensure that Manchester remains a world tourist and business destination. The proposal would bring about significant economic, social and environmental benefits, with temporary and permanent jobs being created during the construction and operation of the development; a visual improvement being made in the appearance of Bloom Street and the general permeability of the neighbouring area by reestablishing thru access from Heart Street; environmental improvement in the provision of street trees and a well landscaped area of public realm. Section 6 of the NPPF places 'significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider development opportunities.

The significant public benefits identified would outweigh the heritage impacts which would be at the very low end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 215 of the NPPF. The proposal therefore accords with Places for Everyone Plan Policy JP-P2, Core Strategy Policies EN1, EN3, CC9 and DM1, Unitary Saved Plan Policies DC18 and DC19, the National Planning Policy Framework and the Planning (Listed Building and Conservation Areas) Act 1990.

Archaeology

The submission has been accompanied by an archaeological desk-based assessment. Prior to the creation of Boulton House, the application site was home to tightly packed Victorian warehouses and terrace housing that were subsequently demolished. The submitted assessment details that the site may potentially be subject to medium value post-medieval and modern remains. The Greater Manchester Archaeological Advisory Service (GMAAS) do not agree with the findings of this report, stating that from at least the late 18th century the site was occupied by terraces of workers' housing. The detailed Ordnance Survey Town Plan of 1851 (not referenced in the assessment report) indicates that with the exception of the former houses fronting Bloom Street none of the properties had cellars, suggesting that the foundations of the buildings are very unlikely to have survived the redevelopment of the site in the late 19th century and again in the later 20th century. Consequently, GMAAS are satisfied that the development will not have a sufficient impact as to warrant any further archaeological investigation. As such, the development is acceptable with regard to its impact on local archaeology and thus accords with Core Strategy Policy DM1 and the National Planning Policy Framework.

Residential Amenity

The nature of high density City Centre developments means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. A daylight and sunlight analysis has been undertaken which makes reference to the BRE Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice.

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following properties have been considered due to their sensitivity and proximity to the site:

- 11 Bloom Street
- 6 Minshull Street

Daylight, Sunlight & Overshadowing

The submitted Daylight and Sunlight Review notes that the location of the proposed seven storey extension is previously developed land, with the prior incarnation of built development on site being located in the same location as that of the proposed development, this being to the back of the public pavement. The report states that within 11 Bloom Street at lower ground, ground, first and second floors there are living/kitchen/dining rooms that will not achieve daylight distribution numerical targets. The table below shows existing and proposed daylight distribution levels:

Level	Existing DD%	Proposed DD%
Lower Ground	36%	18%
Ground	88%	27%
First	90%	38%
Second	86%	50%

With regards to 6 Minshull Street, similar impacts are observed for living/kitchen/dining room windows located at first and second floor, the results of which are shown below:

Level	Existing DD%	Proposed DD%
First	66%	17%
Second	73%	25%

Notwithstanding these seemingly drastic reductions, it is noted that the level of daylight that the windows tested above received was unusually high and would have been lower before the application site was redeveloped and the build line along Bloom Street taken back. On this basis and given the application site's and neighbouring properties location within the City Centre, where development is dense, the levels stated above are within acceptable parameters.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The proposed extension would face onto a surface car park, with properties in mixed use beyond it along Richmond Street over 40m away. The separation distances between the proposal and these properties would be acceptable in this context.

Wind

The proposed height of the extension to Bloom Street does not extend beyond that of existing neighbouring development and thus is considered would not have an unacceptable impact on local wind patterns.

Air Quality

The site is in an Air Quality Management Area (AQMA) and the scale of the proposal could have an impact on local air quality during construction. The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and would be controlled using mitigation measures included within best practice guidance, including dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant and speed restrictions on unpaved roads, secured via a condition. On site boilers would be electric and there would also be no parking. There should be no air quality impacts, following completion and during operation.

The proposal would be a car free development and promote more sustainable modes of transport. A travel plan would encourage public transport use and reduce vehicle trips. The proximity of the site to public transport links and local amenities within the City Centre means the site is suitable for walking and cycling.

Local air quality conditions are poor, but the operation of the application site as an aparthotel would have no material impact on these conditions and the proposed landscaping could improve air quality. As a car free development, that would see the removal of on-site car parking, the proposal would be highly unlikely to see an increase of airborne pollutants on and around the application site during the operational phase of the development, with the amount of carborne trips to the application site likely decreasing. Furthermore, the provision of cycle storage, as well as the development being located closely to Manchester Coach Station and Piccadilly Gardens Metrolink stop, alternative forms of transport to the site will help end users of the development opt for more environmentally friendly forms of transport. In the event of an approval, a travel plan condition designed at monitoring and encouraging environmentally forms of transport to and from the application site would be in place.

Environmental Health have not raised air quality as an issue. The impact on air quality would be acceptable and suitable for the proposed use.

Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been assessed. An acoustic report outlines how the ground floor commercial unit can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation within the building. Notwithstanding this, the submitted report does not include assessment of potential entertainment noise, nor is there a supporting overheating assessment due to the need to keep windows shut due to external noise levels, as such an amended assessment will be required to be submitted prior to the commencement of the development. This is a requirement as when windows are open internal noise criteria will not be met, and it is critical rooms do not overheat when windows are closed to block out external noise. The acoustic measures should be controlled through a condition, with an additional condition controlling the hours of the roof terrace that have been proposed, this being 07:00 – 22:00 daily. There would also be a 24/7 management strategy to minimise any adverse impacts to the local area including a physical on-site presence.

Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

TV reception

A baseline Television Reception Survey has been carried out, which shows that any interference to TV reception would most likely occur within a 'shadow' area to the southeast. The final development is not expected to have a notable impact on local reception with it being of the same height as existing neighbouring buildings. The survey recommends the following mitigation solutions to restore the reception of affected television services, including:

- Repositioning of television aerials/antenna where interference is reduced;
- Installation of masthead amplification to improve single strengths being received.

A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. Given the above, it is considered that the proposal would not have a significant adverse impact on TV reception.

Vehicle movements

The impact of the proposals in terms of the highway network have been assessed and there are no highway objections in terms of highway safety subject to pavement reinstatement works. It is considered therefore that the proposed use would not have a significant impact on vehicle movements. As discussed above, the site is well located close to alternative transport means, this comprising of local bus and coach services, Piccadilly Gardens Metrolink stop and Piccadilly Railway Station, additionally, cycle storage provision is proposed on site

Contribution to permeability

A pedestrian through route linking Hart Street to Bloom Street, through an area of landscaped public realm, would improve pedestrian safety within the local area. The proposals would reinstate the buildlines along Major Street and Bloom Street, providing a more active frontage to both streets, assisting in increasing local activity and providing passive surveillance for the local area. This would also improve the perception and design of the local area. It is considered therefore, that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a well-designed environment

This would be a high quality design. A roof terrace would be included and the public realm improvement would be fully accessible and inclusive. A condition would require full details of the public realm, including hard and soft landscape, lighting and furniture to be confirmed.

Crime and Public Disorder

The submission has been accompanied by a Crime Impact Statement prepared by the Greater Manchester Police. Recommendations are made within the report on how the development can reduce the risk of crime and anti-social behaviour, this includes the obscured glass being instated to the lower windows facing out onto Bloom Street, external lighting and CCTV, the provision of additional internal doors to prevent non-resident access, and doors to only be openable via a guest key card. Greater Manchester Police do not object to the proposal subject to a planning condition that would require the development to achieve a secure by designed accreditation.

It is also noted that the proposal states that through access from Hart Street through the proposed area of public realm to Bloom Street would be provided. Hart Street is a back street that runs parallel to Major Street and Bloom Street. As of the time that this report is being written, the street is lined by the rear elevations of 8 Minshull Street, a Grade II listed property that has been unoccupied for an extended period of time, and that of 6 Minshull Street, a property in a hotel use (Class C1). Hart Street is currently a dead end street, with a gated access being featured at its southern end, preventing access to Boulton House. It is considered necessary, that until Hart Street benefits from more natural surveillance, i.e. till all buildings that line the street are occupied, there needs to be a strategy in place that will control access from the application site to Boulton House. Subject to a condition that would require such a strategy to be submitted to and approved in writing by the City Council as Local Planning Authority, as well as a condition requiring the submission of a secured by design accreditation certificate for both the aparthotel use and the ground floor commercial unit, the development is acceptable in this regard and thus accords with Core Strategy Policy DM1 and the National Planning Policy Framework.

Construction Management

The proposal could cause disruption during its construction phase. A representation has cited concern over the potential impacts the construction phase of the development would have on the local street network in terms of increased traffic generation. A condition would be attached to any approval issued that would require the submission of a Construction Management Plan which provides acceptable pedestrian movement and has regard for the Chorlton Street Bus Station. Such a condition would require details on hours of construction; dust suppression methods; construction compound locations; vehicle tracking movements and pedestrian footway provision; routes of deliveries and collections; community consultation details; location of security hoardings; how access to neighbouring properties would be managed and provided; and details of measures to protect the Mancunian Way. This would then ensure disruption to neighbouring occupiers, the local road network and the impact on air quality would be minimised. Subject to such a condition, the proposals are consistent with section 9 of the National Planning Policy Framework and policy DM1 of the Core Strategy.

Highway Safety

The application site is bound by Chorlton Street, Major Street and Bloom Street, all of which form part of the adopted highway, with its boundary extending to the back of the public footway. The footways that neighbour the site are acknowledged to be in a poor condition, with a mix of tarmac and concrete pavements forming the material palette of the footway, with the exception of a small section of York Stone pavings at the site's western corner by the junction where Major Street meets Chorlton Street. Vehicular access to the site is possible from Major Street and Bloom Street. Under the proposal, works would see vehicular access to the site removed entirely, and its main pedestrian entrance reorientated to the proposed courtyard, with access to the proposed commercial unit to be off of Bloom Street. No on-street parking will be lost as a result of the implementation of the proposal and no on-site car parking is proposed. The lack of any on-site car parking is not considered to be an issue, with the application site lying within a highly

sustainable location within walking distance of public transport links and local amenities. Highways note that as part of the proposals, off-site highway works will be required to be implemented, this comprises of the reinstatement of pavement across vehicle access points on Major Street and Bloom Street, improvement of footways, provision of loading bays and temporary relocation of existing bus stops. It is considered that as part of any approval, an off-site highway works planning condition shall be attached that would require the improvement and relaying of the public pavements that surround the application site.

Within their consultation response Highways have requested that planning conditions relating to cycle storage, refuse storage and collection, servicing, a travel plan, public realm management and design, and informatives relating to the need for an oversailing/projecting license be attached in the event of an approval. Subject to conditions covering the matters above, and the aforementioned informatives, the proposal would not have an unacceptable impact on highway safety in accordance with Places for Everyone Plan Policy JP-C6, Core Strategy Policies T1 and DM1, and the National Planning Policy Framework.

Accessibility

The development would feature level access throughout the aparthotel and its areas of public realm. Planning condition would ensure that this would be provided and complied with. Within the aparthotel, a total number of 13no accessible rooms are proposed, totalling a 5% provision rate. In the event of an approval, it is considered necessary to condition it so that detail on the provision of lift hoists within these rooms is provided, thus ensuring fully accessible aparthotel rooms. Subject to the aforementioned conditions, it is considered the development is acceptable in this respect and accords with Core Strategy Policies CC10 and DM1, and the National Planning Policy Framework.

Ground Conditions

The submission has been accompanied by a Phase 1 Contaminated Land Assessment. The assessment concludes that contaminants are likely to be present on site and that a phase 2 site investigation should be carried out to allow for the collection of shallow soils. Environmental Health do not object to these findings and request that such a study, as well as any necessary remediation strategy be conditioned as part of any approval issued. Subject to such a condition, the development is considered to be acceptable in this regard and therefore accords with Core Strategy Policies EN18 and DM1, and the National Planning Policy Framework.

Drainage & Flood Risk

The application site lies within Flood Zone 1 where the risk of flooding is lowest. Notwithstanding this, it is acknowledged that the site of the proposed single storey extension to Major Street, the application site is susceptible to high surface water flooding. The proposal has been accompanied by a sequential test that details that no other viable alternative site for the proposed development exists. The Local Planning Authority and MCC Flood Risk team do not dispute these findings. MCC Flood Risk within their consultation response state that they do not object to the development subject to conditions relating to the submission of a detailed surface water drainage scheme and the implementation, maintenance and management of the scheme. United Utilities do not object to the proposal subject to a condition requiring the submission of a sustainable surface water drainage scheme and a foul water drainage scheme. Subject to such conditions being attached in the event of an approval, it is considered the development is acceptable with regard to its impact on local flood risk and drainage, and therefore accords with Places for Everyone Plan Policy JP-S4, Core Strategy Policies EN14 and DM1, and the National Planning Policy Framework.

Ecology

As existing, the application site is almost entirely comprised of hard standing, with it featuring 5no semi-mature ornamental paper birch trees, all British Standard category C trees (Low quality), and several low-lying shrubs. The submitted ecology report, states that the site offers negligible habitat for nesting nor foraging bats but does provide habitat for nesting birds. The Greater Manchester Ecology Unit (GMEU) do not object to the proposal. Within their consultation response they note that planning condition would need to secure a habitat management and monitoring plan, as well as bird and bat box provision for further biodiversity enhancements. GMEU also request that in the event of an approval, informatives relating to nesting birds and protected species should be attached to the decision notice. The Council's Arborist has requested that a detailed landscape plan should be submitted. To encourage a biodiversity net gain on site, in the event of an approval, planning condition would secure the provision of bat and bird boxes on site.

Tree Loss

As part of the development, all but one of the aforementioned birch trees, this being the tree that sits at the site's border with Hart Street, and all low-lying shrubs would be removed. In their place 4no street trees to Major Street, and 12no silver birch trees and numerous low-lying shrubs, flowers and grasses are proposed to the site's courtyard, with a further 3no silver birch trees proposed to be sited on the property's roof top terrace facing out onto Major Street, with other low-lying shrubs, grasses and green roofs also proposed. The number of replacement trees would meet a replacement tree ration of 3no replacement trees for every existing tree felled. It is noted that with the provision of street trees along Major Street, the proposal has not been accompanied by any information as to how compatible the proposed locations of tree pits would be with any existing or proposed underground servicing. In light of this, in the event of an approval a condition would be attached that would require an investigation to take place into existing servicing measures and a plan to show how any proposed servicing measures would be laid so as not to make the planting of street trees unfeasible.

Biodiversity Net Gain

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite, offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

The submission has been accompanied by biodiversity net gain calculations which show that an 83% net gain in habitat units would be made on site as a result of the implementation of the proposals, taking the on site habitat units from 0.08 to 0.17. In order to ensure that the on site biodiversity net gains are retained planning condition will secure a thirty year monitoring plan for all measures, as well as a biodiversity net gain plan.

In light above, it is considered necessary that in the event of an approval planning conditions that would require the submission of a detailed landscape plan, a habitat management plan, a strategy for the provision of street trees along Major Street, a scheme for the provision of bat and bird boxes, as well as a scheme detailing the protection of the birch tree to be retained on site, should be attached to decision notice issued. Subject to the conditions, as well as informatives relating to nesting bird and protected species, the development is acceptable in this regard and therefore accord with Places for Everyone Plan Policy JP-G8, Core Strategy Policies EN15 and DM1, and the National Planning Policy Framework.

Sustainability

An Energy and Carbon Statement has accompanied the submission and sets out sustainability measures, including energy efficient and environmental design. The proposal would utilise energy saving design, build, and construction, supporting the transition to a low carbon future and would re-use the vast majority of the existing building and previously developed land. It would accord with the energy efficiency requirements and carbon dioxide emission reduction targets in Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document criteria, and it would achieve a BREEAM rating of 'Very Good'. The principles of the energy hierarchy have been applied and it would include high levels of insulation in the building fabric and high specification energy efficiency measures in accordance with Core Strategy Policies EN4 and EN6. Subject to conditions that would require the submission of evidence that the development would achieve a 'Very Good' BREEAM rating, and for a post construction review/certificate to be submitted, it is considered the proposal would be sustainable and would accord with Core Strategy Policies EN4 and EN6, and the National Planning Policy Framework.

Waste Management

The proposed aparthotel development would feature a ground floor 101 square metre bin store. Bins would then be presented for collection along Major Street. Environmental Health do not object to this arrangement subject to it being implemented as part of the development. The proposed corner commercial unit has no proposed bin store. Environmental Health have requested that prior to its operation that a scheme for waste storage on site be submitted to and approved in writing by the City Council as Local Planning Authority. It is considered necessary that in the event of an approval and in the interest of visual amenity that this detail be secured by a planning condition, which will require that any waste store is located internally within the unit itself. Subject to conditions which would secure the implementation of the proposed aparthotel bin store, and for details of a commercial bin store be agreed prior to its operation, the proposal is acceptable in this regard and accords with Core Strategy Policies EN19 and DM1, and the National Planning Policy for Waste.

Other Matters

Cadent Gas have 3no pipelines that neighbour the application site along Chorlton Street, Major Street and Hart Street. Cadent Gas have requested that in the event of an approval, an informative notifying the applicant of best working practices and precautions when operating within the vicinity of their infrastructure. Subject to such an informative, the development is acceptable in this regard.

Conclusion

In light of the above it has been found that the development would deliver a high quality building within the City Centre, significantly contributing to Manchester's hotel supply and tourism, business and leisure economy. Subject to appropriate planning condition, the proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise. The development is therefore in accordance with Places for Everyone Plan Policies JP-Strat1, JP-Strat2, JP-S4, JP-G8, JP-P2, JP-C5 and JP-C6, Core Strategy Policies SP1, EC1, EC2, EC3, CC1, CC2, CC4, CC6, CC7, CC9, CC10, C10, T1, EN1, EN3, EN14, EN15, EN17, EN18, EN19 and DM1, Save Unitary Development Plan Policies DC10, DC18, DC19 and DC26, the National Planning Policy for Waste, the National Planning Policy Framework, and the Planning (Listed Buildings and Conservation Areas) Act 1990. On this basis the application is recommended for approval.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner in determining this application by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern with the proposal and discussing those with the applicant/agent. In this instance negotiation has been able to successfully resolve the identified concerns and issues.

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

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:

- o Covering Letter (Prepared by Deloitte; Dated 07/07/2025; Received 27/08/2025)
- o Design & Access Statement (Prepared by SimpsonHaugh; Document reference 10531-SHA-RP-B509-DAS-001 Rev P02; Dated July 2025; Received 04/08/2025)

- o 10531-SHA-ZZ-A-B5D9-G100-XP-RF-001 Rev P02: Existing Site Plan Application Location Plan Roof Level (Received 07/07/2025)
- o 10541-SHA-ZZ-A-B5D9-G100-XP-F-002 Rev P02: Existing Site Plan Roof Level (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-EL-NW-001 Rev P01: General Arrangement Proposed North West Elevation Major Street
- o 10531-SHA-ZZ-A-B5D9-G200-EL-SE-001 Rev P01: General Arrangement Proposed South East Elevation Bloom Street
- o 10531-SHA-ZZ-A-B5D9-G200-EL-SW-001 Rev P01: General Arrangement Proposed South West Elevation Chorlton Street
- o 10531-SHA-ZZ-A-B5D9-G200-SE-AA-001 Rev P01: General Arrangement Proposed Section AA
- o 10531-SHA-ZZ-A-B5D9-G200-SE-BB-001 Rev P01: General Arrangement Proposed Section BB
- o 10531-SHA-ZZ-A-B5D9-G200-SE-CC-001 Rev P01: General Arrangement Proposed Section CC
- o 10531-SHA-ZZ-A-B5D9-G200-SE-DD-001 Rev P01: General Arrangement Proposed Section DD
- o 10531-SHA-ZZ-A-B5D9-G251-DE-00-001 Rev P01: External Wall Details Proposed Typical Ground Floor Bay to Existing Building Study
- o 10531-SHA-ZZ-A-B5D9-G251-DE-00-002 Rev P02: External Wall Details Proposed Typical Ground Floor bay to New Extension Study Level 00 (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-00-003 Rev P02: External Wall Details Proposed Typical Ground Floor Bay to new Extension Courtyard Study Level 00 (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-001 Rev P01: External Wall Details Proposed Typical Floor Bay to Existing Building Study Typical Floor
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-002 Rev P02: External Wall Details Proposed Typical Floor Bay to New Extension Study Typical Floor (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-003 Rev P02: External Wall Details Proposed Typical Floor Bay to New Extension Courtyard Study Typical Floor (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-004 Rev P01: External Wall Details Proposed Typical Top Floor Bay to Existing Building Study Top Floor
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-005 Rev P02: External Wall Details Proposed Typical Top Floor Bay to New Extension Study Top Floor (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-006 Rev P02: External Wall Details Proposed Typical Top Floor Bay to New Extension Courtyard Study Top Floor (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-PL-00-001 Rev P02: General Arrangement Proposed Plan Level 00 (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-PL-01-001 Rev P03: General Arrangement Proposed Plan Level 01 (Received 11/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-PL-02-001 Rev P02: General Arrangement Proposed Plan Level 02-03 (Typical Level) (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-PL-04-001 Rev P02: General Arrangement Proposed Plan Level 04-05 (Typical Level) (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-PL-06-001 Rev P02: General Arrangement Proposed Plan Level 06 (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-PL-07-001 Rev P02: General Arrangement Proposed Plan Level 07 (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-PL-08-001 Rev P02: General Arrangement Proposed Plan Level 08 (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G200-PL-RF-001 Rev P02: General Arrangement Proposed Plan Roof Level (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-XX-101 Rev P01: External Wall Details Proposed Listed Building Party Wall Interface Study Floor Plans (Received 07/07/2025)

- o 10531-SHA-ZZ-A-B5D9-G251-DE-XX-111 Rev P01: External Wall Details Proposed Listed Building Party Wall Interface Study Elevation and Sections (Received 07/07/2025)
- o 10531-SHA-ZZ-A-B5D9-G100-EL-NW-001 Rev P01: Proposed Site Elevation North West Contextual Elevation Major Street
- o 10531-SHA-ZZ-A-B5D9-G100-EL-SE-001 Rev P01: Proposed Site Elevation South East Contextual Elevation Bloom Street
- o 10531-SHA-ZZ-A-B5D9-G100-EL-SW-001 Rev P01: Proposed Site Elevation South West Contextual Elevation Chorlton Street
- o Biodiversity Net Gain Metric (Prepared by Brindle & Green; Dated 10/03/2025)
- o Biodiversity Impact Assessment (Prepared by Brindle & Green; Report Reference BG25.136; Dated March 2025)
- o Preliminary Ecological Appraisal (Prepared by Brindle & Green; Report Reference BG25.136 Rev1; Dated June 2025)
- o Flood Risk Assessment & Drainage Strategy (Prepared by Nimbus; Report reference C3516-R1-REV-C; Dated June 2025)
- o Sequential Test for Boulton House (Prepared by Nimbus; Report reference C3516-R2-REV-A; Dated September 2025; Received 11/09/2025)
- o Phase 1 Contaminated Land Assessment Volumes 1 - 4 (Prepared by Create Consulting Engineers; Document reference CB/VL/P25-3433/01 Rev A; Dated February 2025)
- o Heritage Statement (Prepared by Brindle & Green; Report reference BG25.143 Rev 3; Dated July 2025; Received 07/07/2025)
- o Noise Impact Assessment Report (Prepared by NoiseAir; Report reference P8288-R1-V2; Dated 11/06/2025)
- o Planning Statement (Prepared by Deloitte; Dated June 2025; Received 27/08/2025)
- o Accommodation Schedule (Dated 13/06/2025)
- o Air Quality Assessment (Prepared by NoiseAir; Report reference P8288-R2-V2; Dated 04/04/2025)
- o Archaeological Desk-based Assessment (Prepared by Brindle & Green; Report reference BG25.143 Rev 2; Dated May 2025)
- o Consultation Report (Prepared by Joyce; Dated June 2025)
- o Crime Impact Statement (Prepared by Design for Security at Greater Manchester Police; Report reference 2013/0096/CIS/01 Version A; Dated 23/05/2025)
- o Daylight and Sunlight Review (Prepared by CHP Surveyors; Dated 14/03/2025)
- o Review of Commercial Workspace and Refurbishment Viability (Prepared by OBI; Dated December 2024)
- o Energy and Carbon Proforma (Prepared by Greater Manchester Combine Authority; Dated 06/06/2025)
- o Energy and Carbon Statement Revision P01 (Prepared by Consolux; Dated June 2025)
- o Fire Statement Form (Prepared by Fire Risk Assessments Limited; Dated 19/04/2025)
- o Local Labour Letter on Intent (Prepared by Joyce by the James; Dated 28/05/2025)
- o Operational Management Plan (Prepared by Joyce by the James)
- o Outline Construction Management Plan (Prepared by TNV Construction; Dated 09/06/2025)
- o TV/FM & DAB Reception Survey Report (Prepared by SCS Technologies; Dated 14/02/2025)
- o Thermal Comfort Assessment P01 (Prepared by Consolux; Report reference CIBSE TM52; Dated May 2025)
- o Ventilation & Extraction Statement Rev P01 (Prepared by Consolux; Dated June 2025)
- o Interim Travel Plan (Prepared by Focus; Report reference J000585-TP01d; Dated June 2025)
- o Transport Statement (Prepared by Focus; Report reference J000585-TS01d; Dated June 2025)
- o Arboricultural Impact Assessment (Prepared by Brindle & Green; Report reference BG25.136 Rev1; Dated June 2025)

- o Waste Management Strategy (Received 25/06/2025)

All stamped as received by the City Council as Local Planning Authority on 18/06/2025, unless specified otherwise.

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

3) Prior to the commencement of the development hereby approved, a detailed demolition and construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The plan shall include detail on the following matters;

- o Communication strategy with residents and businesses
- o Display of an emergency contact number;
- o Details of wheel washing;
- o Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions;
- o Compound locations where relevant;
- o Details regarding location, removal and recycling of waste (Site waste management plan);
- o Phasing and quantification/classification of vehicular activity;
- o Types and frequency of vehicular demands - Routing strategy and swept path analysis;
- o Measures to mitigate risks such as objects falling from height and impacting highway users;
- o Parking for construction vehicles and staff;
- o Sheeting over of construction vehicles;
- o A commentary/consideration of ongoing construction works in the locality;
- o Construction and demolition methods to be used;
- o The erection and maintenance of security hoardings where relevant;
- o Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- o Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure;
- o Pedestrian management proposals;
- o Loading and unloading of plant and materials;
- o The design, erection, maintenance and dismantling of scaffolding.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The demolition and construction phases of the development shall then be carried out in accordance with the approved plan.

Reason - To safeguard the amenities of nearby residents and in the interest of highway safety, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4) a) Before the development commences, a full condition survey of the carriageways/footways on construction vehicle routes immediately surrounding the site shall be undertaken and submitted for approval in writing by the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, and prior to the first use of the development, the same carriageways/footways shall be re-surveyed, and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority and the works completed in accordance with the approved scheme prior to the first use of the aparthotel.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Manchester Core Strategy.

5) Prior to the commencement of all works pursuant to the development hereby approved, with the exception of internal strip out works, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations of the Bloom Street and Major Street extensions hereby approved, including window and door detail, and sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development shall be carried out in accordance with the approved details.

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

6) Prior to the commencement of all works pursuant to the development hereby approved, with the exception of internal strip out works, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- I. samples and specifications of all materials to be used on all external elevations of the original build of Boulton House hereby approved, including window and door details, and sample panel (see limb ii and iii);
- II. drawings to illustrate details of full sized sample panels that will be produced;
- III. production and approval of full sized sample panels and for a strategy for quality control management.
- IV. drawings and strategy for the reuse of existing bricks from the demolished portions of Boulton House and how these will be utilised in the elevational alterations hereby approved. Should the number of salvaged bricks be insufficient to complete the approved elevational alterations, material samples of new replacement brick shall also be provided, along with information on where they will be used on the development.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development shall be carried out in accordance with the approved details.

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

7) a) The development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and operation of the development.

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

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

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

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

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

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

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

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

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

9) Prior to the commencement of development, a 30-year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning

Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

10) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- o Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- o Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- o Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.
- o A finalised drainage layout showing all components, outfalls, levels and connectivity.
- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- o Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- o A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- o A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- o Construction details of flow control and SuDS elements.
- o A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753). Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the building and tank
- o A feasibility assessment and engineering details of the Blue Roofs.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Core Strategy Policies EN8 and EN14.

11) a) Notwithstanding the approval of the Phase 1 Contaminated Land Assessment (Prepared by Create Consulting Engineers; Dated February 2025; Received 18/06/2025), before the development hereby approved commences, a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved document.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to use of the development, 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 prior to occupation 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 policy EN18 of the Manchester Core Strategy (2012).

12) Prior to the commencement of the development, a programme for the delivery of 4no street trees along Major Street, as shown on drawing no. 10531-SHA-ZZ-A-B5D9-G200-PL-00-001 Rev P02, shall be submitted to and approved in writing by the City Council as local planning authority. The approved programme will include information on the following:

- o Overall tree size, number and species
- o Details of tree pit dimensions and specifications
- o Details of how tree pits will be compatible with any existing and proposed underground servicing.

The approved scheme shall be implemented prior to the use of the aparthotel element of the development. If within the period of time covered by the 30 year habitat management and monitoring plan secured by condition 9 of this permission, any street tree, or any tree 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 of the same species and size as that originally planted shall be planted at the same place.

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 SP1, EN9 and DM1 of the Core Strategy.

13) a) Notwithstanding the indicative landscaping details shown on drawing no. 10531-SHA-ZZ-A-B5D9-G200-PL-00-001 Rev P02 & the submitted Design and Access Statement (Prepared by SimpsonHaugh; Dated July 2025), prior to the commencement of the development, a programme for the submission of final details of the public and private realm works shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- I. Details of the proposed hard landscape materials;

- II. Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- III. Details of the proposed tree species within the public and private realm including proposed size, species and planting specification including tree pits and design;
- IV. Details of the proposed street furniture including seating, bins and lighting;
- V. Details of any external steps and handrails;
- VI. A strategy providing details of constraints to further planting and details of on-going maintenance and management of all soft and hard landscaping on site.

The development shall then proceed in accordance with the approved details.

b) The approved scheme shall be implemented prior to the first use of the development. If within the period covered by the approved habitat management and monitoring plan secured by condition 9 of this permission, any tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure 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 SP1, EN9 and DM1 of the Core Strategy.

14) a) Before the development commences, a scheme for acoustically insulating the proposed aparthotel accommodation against noise from Chorlton Street, Major Street and Bloom Street shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the coach station and late night entertainment uses in the nearby area including on Canal Street.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 10 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The development shall then proceed in accordance with the approved details.

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

Reason - To safeguard the amenities of nearby residents and future users of the aparthotel, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

15) Prior to the commencement of any above ground works, final details and material samples of the finish that shall be applied to the side elevation of 8 Minshull Street visible from Bloom Street, as shown on drawing numbers 10531-SHA-ZZ-A-B5D9-G251-DE-XX-101 Rev P01 & 10531-SHA-ZZ-A-B5D9-G251-DE-XX-111 Rev P01, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then proceed in accordance with the approved details.

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

16) Prior to the commencement of any abutment works between 8 Minshull Street and the adjacent seven storey extension to Boulton House, final and exact details on how the gap between the two buildings is to be concealed, along with material samples of any hard material to be used, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The development shall then proceed in accordance with the approved details.

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

17) Prior to the commencement of any above ground works, final details and material samples of the canopy approved to the property's Bloom Street elevation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then proceed in accordance with the approved details.

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

18) Prior to the completion of the development, a strategy for the operation of the application site's Hart Street entrance shall be submitted to and approved in writing by the City Council as Local Planning Authority. The strategy shall include details on how the access is to be controlled, including hours of opening, material and final details of any proposed gated access (including siting, scale and appearance), and confirmation on the access will be monitored.

Reason - To reduce the risk of crime and improve pedestrian connections through the City Centre, pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

19) a) The development hereby approved shall proceed in accordance with the submitted Air Quality Assessment (Prepared by NoiseAir; Document Reference P8288-R2-V2; Dated 04/04/2025).

b) Prior to use of the aparthotel element of the development, any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

20) Prior to the first occupation of the aparthotel use hereby approved, a scheme of highway works and details of footpath reinstatement/public realm works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- o Amendments/new TROs on Chorlton Street, Major Street, Minshull Street, Bloom Street and Richmond Street.
- o Footway improvement and reinstatement works around the perimeter of the application site, including material samples.
- o Removal/replacement of directional signage
- o Details of pick up/drop off points
- o Provision of street trees

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

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

21) Prior to the first occupation/use of the development hereby approved, details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 10 of this permission, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- o Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 10.
- o Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall be implemented as part of the development and thereafter be managed and maintained in accordance with the approved details.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the

lifetime of the development pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

22) a) The development shall be completed in accordance with submitted Preliminary Ecological Appraisal prepared by Brindle & Green (Received 18/06/2025).

b) Prior to the first use of the aparthotel use hereby approved, details of the number, siting and appearance of bird and bat boxes at the application site shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and be in place prior to the first use of the aparthotel use hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds and bats and to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

23) a) Prior to use of the aparthotel use hereby approved, a strategy for the management and provision of suitable number of certified mobile hoists within the suites for disabled people shall be submitted to and approved in writing by the City Council as Local Planning Authority on the basis of an initial provision of one hoist.

b) Final details of the number and types of hoists shall be submitted to and agreed in writing prior to the first use of the aparthotel hereby approved. The details shall include an evidence based assessment/evaluation of the demand for this facility by guests. The approved details shall be fully implemented and retained thereafter.

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

24) Prior to first use of the development hereby approved, a strategy for the pick up and drop off arrangements that will be in place to support disabled guests, and their luggage, shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The strategy shall also cover enter and exit details from the site from the surrounding highway when disabled guests are dropped off/picked up by a taxi or other vehicle from outside of the aparthotel.

The approved strategy shall be implemented upon the first use of the aparthotel element of the development and thereafter be retained for as long as the development remains in use.

Reason - To ensure that adequate arrangements are put in place to assist disabled guest enter and exit the aparthotel from the surrounding highway pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy

25) Prior to the first use of the premises, a signage strategy shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The signage strategy shall cover all commercial units on site, as well as the aparthotel use hereby approved above. The approved strategy shall then be implemented as part of the development and then be adhered to thereafter. It should be noted the approval of a signage strategy does not negate the need for all external advertisements to have advertisement consent.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

26) a) Before the use hereby approved commences, external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to use of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

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 policies SP1 and DM1 of the Core Strategy.

27) a) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (Prepared by Design for Security at Greater Manchester Police; Received by the City Council, as Local Planning Authority, on the 18/06/2025).

b) The aparthotel and ground floor commercial unit uses hereby approved shall not be used until the Council as local planning authority has acknowledged in writing that the development has received written confirmation of a Secured by Design accreditation for that part of the development.

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

28) Within one month of the practical completion of the development, 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, a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception. 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 - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

29) Prior to the first use of the development, details of any roller shutters to the ground floor shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use the development and thereafter be retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

30) a) Fumes, vapours and odours shall be extracted and discharged from the aparthotel hereby approved in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the first use of the development.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

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

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

31) a) Externally mounted ancillary plant, equipment and servicing for the aparthotel use hereby approved, shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to the first use of the development hereby approved the scheme 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 site. The scheme shall be implemented in full before the first use of the development.

b) Prior to the first use of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

32) a) The commercial unit hereby approved use shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the first use of the ground floor commercial unit.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

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

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

33) a) Fumes, vapours and odours shall be extracted and discharged from the ground floor commercial unit hereby approved in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the first use of the ground floor commercial unit.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

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

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

34) a) Externally mounted ancillary plant, equipment and servicing for the ground floor commercial use hereby approved, shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to first use of the ground floor commercial unit hereby approved the scheme 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 site. The scheme shall be implemented in full before the first use of the ground floor commercial unit.

b) Prior to the first use of the ground floor commercial unit a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

35) a) The ground floor ancillary uses associated with the aparthotel hereby approved (including ancillary gym and business break out area), shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to use of the ground ancillary uses associated aparthotel, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report

shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

36) Prior to the first use of the ground floor commercial unit hereby approved, a scheme detailing the hours of opening, shall be submitted to and approved in writing by the City Council as local planning authority. The commercial unit shall then operate in accordance with the approved hours and details for the lifetime of the development.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

37) Prior to the occupation of the ground floor commercial unit hereby approved, a scheme detailing the waste storage and collection details for the unit, including a schedule for the times and frequency of waste collections, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall include storage of waste and recycling bins shall be sited internally within the commercial unit. The development shall then proceed in accordance with the approved details which shall be in place prior to its first use and then be adhered to for its lifetime.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

38) The development hereby approved shall be carried out in accordance with the Interim Travel Plan, prepared by Focus Transport Planning (Dated June 2025), received by the City Council, as Local Planning Authority, on the 18/06/2025.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of the aparthotel element of the development, a Travel Plan for the development which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

39) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the first use of the aparthotel element of the development.

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

40) The development hereby approved shall be carried out in accordance with the submitted Energy and Carbon Statement, Energy and Carbon Proforma, and Thermal Comfort Assessment, all stamped as received by the City Council, as Local Planning Authority on the 18/06/2025. A post construction review certificate/statement shall be submitted for approval, within three months of the practical completion of the development, to the City Council as Local Planning Authority.

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

41) All windows, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window at all times and views into the premises shall not be screened or obscured in any way, with the exception of that required for building control regulations.

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

42) No doors to ground floor spaces (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

43) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

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

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

45) Deliveries, servicing and collections, including waste collections, for both the aparthotel and commercial Class E/Sui Generis ground floor use hereby approved, shall not take place outside the following hours for the lifetime of the development:

07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday deliveries etc. are permitted the times shall be confined to 10:00 to 18:00.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

46) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

47) The aparthotel use hereby approved shall be used for Class C1, and for no other purpose (including any other purpose within Class C of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

48) The ground floor commercial unit hereby approved shall be used for Sui Generis (p) or (q) or Class E (a) or (b), excluding convenience retail and gym use, and for no other purpose (including any other purpose within Class E or any other class of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

49) The ground floor commercial unit hereby approved shall not be sub-divided for the lifetime of the development. Any proposal to sub-divide the commercial unit shall require the approval of a separate planning permission.

Reason - The use of the premises for multiple commercial units would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

50) The provision of 26no cycle spaces, as indicated on drawing no. 10531-SHA-ZZ-A-B5D9-G200-PL-00-001 Rev P02, received by the City Council as Local Planning Authority on

07/07/2025, shall be implemented prior to the first use of the aparthotel element of the development hereby approved and shall be retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

51) The aparthotel use hereby approved shall be carried out in accordance with the submitted waste management proforma, drawing no. 10531-SHA-ZZ-A-B5D9-G200-PL-00-001 Rev P02 and section 5.4 of the submitted Design and Access Statement, stamped as received by the City Council as Local Planning Authority on 25/06/2025, 07/07/2025 and 04/08/2025 respectively. The approved details shall be implemented prior to the first occupation of the aparthotel element of the development and thereafter be retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the aparthotel element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

52) The roof terrace hereby approved shall only be open for use inside of the following hours for the lifetime of the development:

- o 07:00 - 22:00 Monday to Sunday (Including Bank Holidays)

No amplified music and sound shall be prohibited on the terrace at all times.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

53) No amplified sound or music shall be produced or played in any part of the site outside the building at all times, including the roof terrace.

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

54) No works to trees, shrubs or vegetation clearance shall occur or demolition commence during the main bird breeding season between 1 March and 31 August inclusive in any year, unless a competent suitably experienced ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

55) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

56) The ancillary gym for the aparthotel use hereby approved, as shown on drawing no. 10531-SHA-ZZ-A-B5D9-G200-PL-00-001 Rev P02 (Received 07/07/2025), shall only be for use by patrons of the aparthotel use.

Reason - In the interest of protecting neighbouring amenity and how the use of the premises other than in association with the approved aparthotel use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, Saved Unitary Development Plan Policy DC26, and the National Planning Policy Framework.

57) The new build extensions hereby approved shall have brick window reveals and brick soffits in accordance with the approved plans listed below:

- o 10531-SHA-ZZ-A-B5D9-G251-DE-00-002 Rev P02: External Wall Details Proposed Typical Ground Floor bay to New Extension Study Level 00 (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-00-003 Rev P02: External Wall Details Proposed Typical Ground Floor Bay to new Extension Courtyard Study Level 00 (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-002 Rev P02: External Wall Details Proposed Typical Floor Bay to New Extension Study Typical Floor (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-003 Rev P02: External Wall Details Proposed Typical Floor Bay to New Extension Courtyard Study Typical Floor (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-005 Rev P02: External Wall Details Proposed Typical Top Floor Bay to New Extension Study Top Floor (Received 17/09/2025)
- o 10531-SHA-ZZ-A-B5D9-G251-DE-TY-006 Rev P02: External Wall Details Proposed Typical Top Floor Bay to New Extension Courtyard Study Top Floor (Received 17/09/2025)

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.

58) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and Arboricultural Impact Assessment (Prepared by Brindle & Green; Report Reference BG25.136 Rev1; Dated June 2025; Received 18/06/2025); and paragraphs (a) and (b) below shall have effect until the expiration of the period of time covered by the approved habitat management and monitoring plan secured by condition 9 of this permission.

- (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

For the avoidance of doubt, if the approved building oversails the adopted highway, a highways oversail license pursuant to s177 of the Highways Act 1980 is required.

If the canopy is to extend greater than 350mm over the adopted highway then the applicant will need to apply for a projection over license by contacting Environment on Call on 0161 234 5004.

3) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

External works to the building and vegetation should not be undertaken in the main bird nesting season (March - August) unless suitable checks by a suitably qualified professional for active bird nests have been undertaken.

4) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,
the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

Appendix 1 – List of consultees & neighbours notified

Neighbourhood Team Leader (Arboriculture)
Active Travel England
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

Flat 21, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 22, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 23, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 24, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 25, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 26, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 31, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 32, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 33, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 34, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 35, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 36, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 41, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 42, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 43, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 44, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 45, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 46, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 51, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 52, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 53, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 54, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 55, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 56, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 61, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 62, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 63, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 64, Canal Court, 28 Canal Street, Manchester, M1 3EZ
Flat 65, Canal Court, 28 Canal Street, Manchester, M1 3EZ
First Floor, 29 - 31 Sackville Street, Manchester, M1 3LZ
29 Bloom Street, Manchester, M1 3JE
The Rembrandt, 33 Sackville Street, Manchester, M1 3LZ
26 Richmond Street, Manchester, M1 3NB
4 Canal Street, Manchester, M1 3HE
31 Bloom Street, Manchester, M1 3JE
25 Richmond Street, Manchester, M1 3NB
Flat 1, 10 Canal Street, Manchester, M1 3EZ
Flat 2, 10 Canal Street, Manchester, M1 3EZ
Flat 3, 10 Canal Street, Manchester, M1 3EZ

Flat 4, 10 Canal Street, Manchester, M1 3EZ
Flat 5, 10 Canal Street, Manchester, M1 3EZ
Flat 6, 10 Canal Street, Manchester, M1 3EZ
Flat 7, 10 Canal Street, Manchester, M1 3EZ
Flat 8, 10 Canal Street, Manchester, M1 3EZ
Flat 1, 27 Sackville Street, Manchester, M1 3LZ
Flat 2, 27 Sackville Street, Manchester, M1 3LZ
Flat 3, 27 Sackville Street, Manchester, M1 3LZ
Flat 4, 27 Sackville Street, Manchester, M1 3LZ
Flat 5, 27 Sackville Street, Manchester, M1 3LZ
Flat 6, 27 Sackville Street, Manchester, M1 3LZ
Flat 7, 27 Sackville Street, Manchester, M1 3LZ
Flat 8, 27 Sackville Street, Manchester, M1 3LZ
First Floor, Albert House, 17 Bloom Street, Manchester, M1 3HZ
Fourth Floor And Mezzanine Floor, Albert House, 17 Bloom Street, Manchester, M1 3HZ
Lower Ground Floor, Albert House, 17 Bloom Street, Manchester, M1 3JE
Ground Floor, Albert House, 17 Bloom Street, Manchester, M1 3HZ
First Floor, Mindel House, 10 Minshull Street, Manchester, M1 3EF
Yates Wine Lodge, 49 Portland Street, Manchester, M1 3LD
First Floor, 53 Portland Street, Manchester, M1 3LD
Basement, 28 Richmond Street, Manchester, M1 3NB
10 Canal Street, Manchester, M1 3EZ
Eva's, 27 Sackville Street, Manchester, M1 3LZ
28 Richmond Street, Manchester, M1 3NB
29 - 31 Sackville Street, Manchester, M1 3LZ
3 Canal Street, Manchester, M1 3HE
The Church, 37 Chorlton Street, Manchester, M1 3HN
1 Canal Street, Manchester, M1 3HE
28 - 30 Canal Street, Manchester, M1 3EZ
Third Floor, Mindel House, 10 Minshull Street, Manchester, M1 3EF
Britannia Hotel, 35 Portland Street, Manchester, M1 3LA
BEECHHAWK LIMITED, Fourth Floor, Mindel House, 10 Minshull Street, Manchester, M1 3EF
Basement, Mindel House, 10 Minshull Street, Manchester, M1 3EF
Second Floor And Third Floor, 29 - 31 Sackville Street, Manchester, M1 3LZ
Fifteenth Floor, 53 Portland Street, Manchester, M1 3LD
Ground Floor, 53 Portland Street, Manchester, M1 3LD
Second Floor Front, Albert House, 17 Bloom Street, Manchester, M1 3HZ
Second Floor Rear, Albert House, 17 Bloom Street, Manchester, M1 3HZ
Ground Floor, Mindel House, 10 Minshull Street, Manchester, M1 3EF
Eleventh Floor, 53 Portland Street, Manchester, M1 3LD
The Thompsons Arms, 23 Sackville Street, Manchester, M1 3LQ
Icon Bar, Richmond Street, Manchester, M1 3LZ
First Floor, Barlow House, 4 Minshull Street, Manchester, M1 3DZ
Basement, 4 Canal Street, Manchester, M1 3HE
Twenty First Floor, 53 Portland Street, Manchester, M1 3LD
Maya, 40 Chorlton Street, Manchester, M1 3HW
Third Floor Front Suite, Albert House, 17 Bloom Street, Manchester, M1 3HZ
Third Floor Rear Suite, Albert House, 17 Bloom Street, Manchester, M1 3HZ
Fifth Floor, Barlow House, 4 Minshull Street, Manchester, M1 3DZ
Sixth Floor, Barlow House, 4 Minshull Street, Manchester, M1 3DZ
Second Floor, Barlow House, 4 Minshull Street, Manchester, M1 3DZ
Second Floor, Mindel House, 10 Minshull Street, Manchester, M1 3EF
Velvet, 2 Canal Street, Manchester, M1 3HE
Basement And Ground Floor, 29 - 31 Sackville Street, Manchester, M1 3LZ

40 Chorlton Street, Manchester, M1 3HW
Barlow House, 4 Minshull Street, Manchester, M1 3DZ
Mindel House, 10 Minshull Street, Manchester, M1 3EF
Flat At, 29 Bloom Street, Manchester, M1 3JE
The Churchill, 5 Canal Street, Manchester, M1 3HE
Eighth Floor, 53 Portland Street, Manchester, M1 2BP
Third Floor, Barlow House, 4 Minshull Street, Manchester, M1 3DZ
Fourth Floor, Barlow House, 4 Minshull Street, Manchester, M1 3DZ
Seventeenth Floor, 53 Portland Street, Manchester, M1 3LD
Eighteenth Floor, 53 Portland Street, Manchester, M1 3LD
Nineteenth Floor, 53 Portland Street, Manchester, M1 3LD
Twentieth Floor, 53 Portland Street, Manchester, M1 3LD
Consulate General Of The Republic Of Poland, 51 Portland Street, Manchester, M1 3LD
Third Floor, 5 Richmond Street, Manchester, M1 3HF
Thirteenth Floor, 53 Portland Street, Manchester, M1 3LD
Fourteenth Floor, 53 Portland Street, Manchester, M1 3LD
Flat 1, 1A Canal Street, Manchester, M1 3HE
Flat 2, 1A Canal Street, Manchester, M1 3HE
Flat 3, 1A Canal Street, Manchester, M1 3HE
Flat 4, 1A Canal Street, Manchester, M1 3HE
Flat 5, 1A Canal Street, Manchester, M1 3HE
Flat 6, 1A Canal Street, Manchester, M1 3HE
Flat 7, 1A Canal Street, Manchester, M1 3HE
Flat 8, 1A Canal Street, Manchester, M1 3HE
Arnero, 25 Sackville Street, Manchester, M1 3LZ
Twelfth Floor, 53 Portland Street, Manchester, M1 3LD
Flat 1, 12 Minshull Street, Manchester, M1 3FP
Flat 2, 12 Minshull Street, Manchester, M1 3FP
Flat 3, 12 Minshull Street, Manchester, M1 3FP
Flat 4, 12 Minshull Street, Manchester, M1 3FP
Flat 5, 12 Minshull Street, Manchester, M1 3FP
Flat 6, 12 Minshull Street, Manchester, M1 3FP
Flat 7, 12 Minshull Street, Manchester, M1 3FP
Flat 8, 12 Minshull Street, Manchester, M1 3FP
Flat 9, 12 Minshull Street, Manchester, M1 3FP
Flat 10, 12 Minshull Street, Manchester, M1 3FP
Flat 11, 12 Minshull Street, Manchester, M1 3FP
Flat 12, 12 Minshull Street, Manchester, M1 3FP
Flat 13, 12 Minshull Street, Manchester, M1 3FP
Flat 14, 12 Minshull Street, Manchester, M1 3FP
Flat 15, 12 Minshull Street, Manchester, M1 3FP
Flat 16, 12 Minshull Street, Manchester, M1 3FP
Flat 17, 12 Minshull Street, Manchester, M1 3FP
Flat 18, 12 Minshull Street, Manchester, M1 3FP
Flat 19, 12 Minshull Street, Manchester, M1 3FP
Flat 20, 12 Minshull Street, Manchester, M1 3FP
Flat 21, 12 Minshull Street, Manchester, M1 3FP
Flat 22, 12 Minshull Street, Manchester, M1 3FP
Flat 23, 12 Minshull Street, Manchester, M1 3FP
Flat 24, 12 Minshull Street, Manchester, M1 3FP
Flat 25, 12 Minshull Street, Manchester, M1 3FP
Flat 26, 12 Minshull Street, Manchester, M1 3FP
Flat 27, 12 Minshull Street, Manchester, M1 3FP
Flat 28, 12 Minshull Street, Manchester, M1 3FP

Flat 29, 12 Minshull Street, Manchester, M1 3FP
Flat 30, 12 Minshull Street, Manchester, M1 3FP
Flat 31, 12 Minshull Street, Manchester, M1 3FP
Flat 32, 12 Minshull Street, Manchester, M1 3FP
Flat 33, 12 Minshull Street, Manchester, M1 3FP
Flat 34, 12 Minshull Street, Manchester, M1 3FP
Flat 35, 12 Minshull Street, Manchester, M1 3FP
Flat 36, 12 Minshull Street, Manchester, M1 3FP
Flat 37, 12 Minshull Street, Manchester, M1 3FP
Flat 38, 12 Minshull Street, Manchester, M1 3FP
Flat 39, 12 Minshull Street, Manchester, M1 3FP
Second Floor, 53 Portland Street, Manchester, M1 3LD
Third Floor, 53 Portland Street, Manchester, M1 3LD
Fourth Floor, 53 Portland Street, Manchester, M1 3LD
Fifth Floor, 53 Portland Street, Manchester, M1 3LD
Sixth Floor, 53 Portland Street, Manchester, M1 3LD
Seventh Floor, 53 Portland Street, Manchester, M1 3LD
Ninth Floor, 53 Portland Street, Manchester, M1 3LD
Tenth Floor, 53 Portland Street, Manchester, M1 3LD
Sixteenth Floor, 53 Portland Street, Manchester, M1 3LD
Second Floor, 5 Richmond Street, Manchester, M1 3HF
Ground Floor And First Floor, 5 Richmond Street, Manchester, M1 3HF
Richmond House, 15 Bloom Street, Manchester, M1 3HZ
Part Ground Floor, Saco House, 6 Minshull Street, Manchester, M1 3ED
8 Minshull Street, Manchester, M1 3EF
Sixth Floor, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
42 Bloom Street, Manchester, M1 3HR
Sixth Floor, Arthur House, 13 - 15 Chorlton Street, Manchester, M1 3FH
Seventh Floor, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
Street Cars House, 16 Chorlton Street, Manchester, M1 3HW
First Floor Front Right, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
Flat 5, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
First Floor, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3BA
First Floor To Fourth Floor, 11 Bloom Street, Manchester, M1 3HS
Ground Floor, 16 Chorlton Street, Manchester, M1 3HW
Rear Part Third And Fourth Floors, Richmond House, 15 Bloom Street, Manchester, M1 3HZ
Eighth Floor, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
Flat 8, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
Flat 4, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
Second Floor, Arthur House, 13 - 15 Chorlton Street, Manchester, M1 3FH
Second Floor Front Left, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
Second Floor Front Right, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
Flat 10, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
Cheshire Sporting Club Ltd, 11 Bloom Street, Manchester, M1 3HH
Front Part First Floor, Richmond House, 15 Bloom Street, Manchester, M1 3HZ
Arthur House, 13 - 15 Chorlton Street, Manchester, M1 3FH
Part Third Floor (front), Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
First Floor, Arthur House, 13 - 15 Chorlton Street, Manchester, M1 3FH
Flat 7, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
Saco House, 6 Minshull Street, Manchester, M1 3ED
Central Coach Station, Chorlton Street, Manchester, M1 3JF
Flat 9, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
Flat 6, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
Upper Crust, Chorlton Street, Manchester, M1 3JF

Eagle Bar, 20 Richmond Street, Manchester, M1 3NB
Fifth Floor (rear), Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
Rear Part First Floor, Richmond House, 15 Bloom Street, Manchester, M1 3HZ
Fourth Floor, Arthur House, 13 - 15 Chorlton Street, Manchester, M1 3FH
Fifth Floor, Arthur House, 13 - 15 Chorlton Street, Manchester, M1 3FH
Third Floor, Arthur House, 13 - 15 Chorlton Street, Manchester, M1 3FH
Flat 2, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
Flat 1, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
Flat 3, Gramercy House, 14 Chorlton Street, Manchester, M1 3HW
EC ENGLISH MANCHESTER LTD, Ground Floor, Boulton House, 17 - 21 Chorlton Street,
Manchester, M1 3HY
Fifth Floor Front, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
Second Floor Rear, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY
Jarvis Rail Part Third Floor (front), Boulton House, 17 - 21 Chorlton Street, Manchester, M1
3HY
SCANLANS PROPERTY MANAGEMENT, Third Floor (rear), Boulton House, 17 - 21 Chorlton
Street, Manchester, M1 3HY
Fourth Floor, Boulton House, 17 - 21 Chorlton Street, Manchester, M1 3HY

Appendix 2 – Planning constraints

[illegible]