

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140875/FO/2024

Date registered valid: 18 September 2024

Proposal: Use of Castlefield Viaduct Phases 1 and 2 as an urban park (Use Class F2(c)), including installation of stair and lift access to Egerton Street.

Address: Castlefield Viaduct, Between Beaufort Street And Egerton Street, Manchester, M3 4PU

Ward(s): Deansgate Ward

Applicant: Nichola Jacques National Trust

Agent (if any): Mr Marc Zablotny RJP Town Planners

Case officer: James Bridgman
Tel: 0161 219 6202
Email: james.bridgman@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 28 March 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 4 October 2024

Standard consultations:

Printed: 24 September 2024 Expired: 15 October 2024

Neighbour notifications

Printed: 24 September 2024 Expired: 15 October 2024

Site notice

Posted: 4 October 2024 Expired: 25 October 2024

Press advert

Published: 1 October 2024 Expired: 22 October 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Grade II

Conservation area: Castlefield Conservation Area 1979

Tree Preservation Order: Not applicable

Description of area

The site is a section of the Grade II listed 1892 Castlefield Viaduct that starts at the car park of Deansgate Metrolink Station in the east and runs alongside the Metrolink line towards Cornbrook. The other end of the site and entrance to the second phase will be accessed from Egerton Street. The viaduct is supported on a series of cast iron columns that both sit within the canal and around it. The area has a variety of uses, including offices, residential and leisure.

Description of development

Permission is sought for the use of Castlefield Viaduct Phases 1 and 2 as an urban park (Use Class F2(c)), including installation of stair and lift access from Egerton Street.

Following the previous temporary permission (131622/LO/2021), planning permission is sought to establish the operational Phase 1 urban park's temporary change of use to F2(c) on a permanent basis. Within the retained Phase 1, this includes the retention of the entrance area with new security fencing, a new welfare/staff centre with W/Cs and the retention with alterations to the engagement centre. The naked viaduct including the planter seating and the partner plots area remain unchanged.

Within Phase 2, this includes physical interventions such as landscaping, remedial works and a secondary stair and lift access from Egerton Street.



Figure 1 – Existing Egerton Street



Figure 2 – Existing vacant viaduct (Phase 2)

Welfare Centre

The existing staff welfare centre and portable WCs will be replaced with a new staff welfare centre. The replacement will consist of a refurbished shipping container, clad in timber with steel doors and aluminium windows. The centre will contain space for National Trust Staff and public toilets including 1 accessible WC and 2 standard WCs with a baby changing facility.

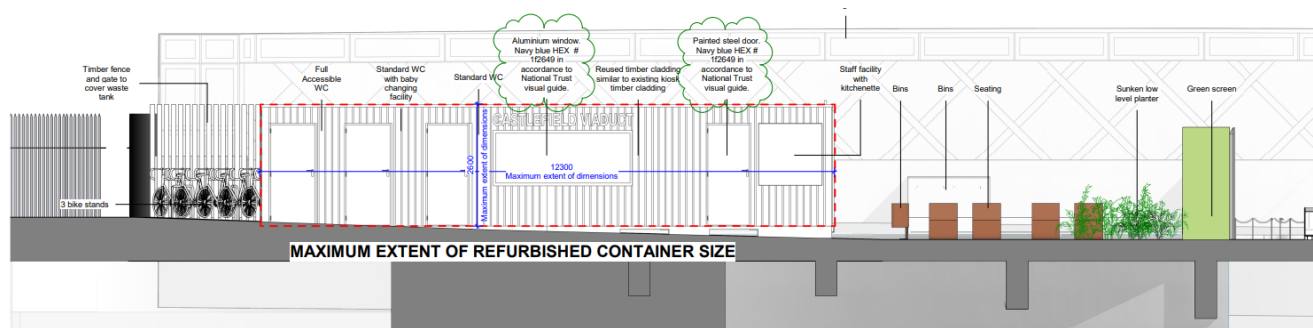


Figure 3 – Proposed elevations of staff welfare centre with W/Cs

Adjacent to the centre will be a septic waste tank hidden behind a timber fence and gate.

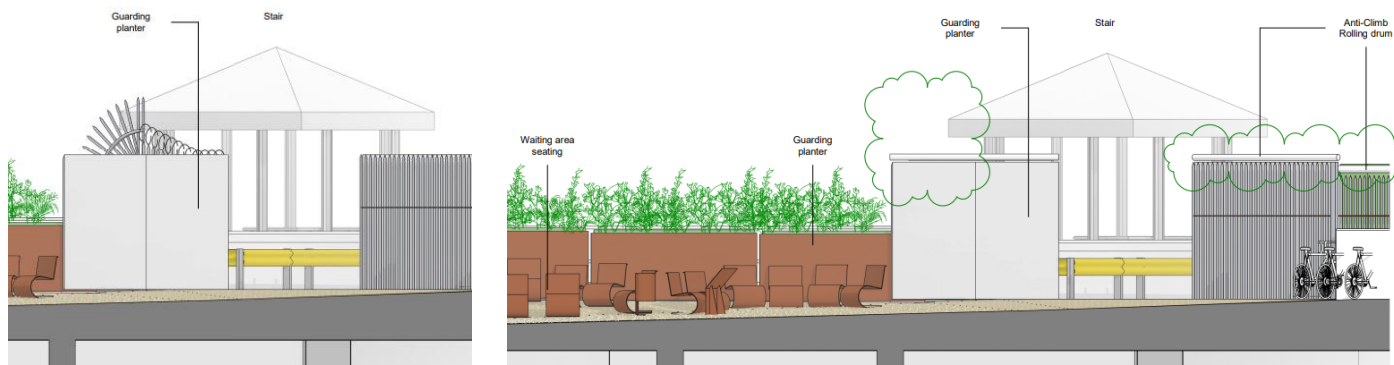


Figure 4 – Existing and proposed elevations to show new security fencing (anti-climb rolling drum)

The proposal includes the replacement of the anti-climb steel blades with an anti-climb rolling drum within the entrance area.

Engagement Centre

The retention of the former visitor centre will be used as an Engagement Centre. A central path will be provided through the building. The building will still be used as a venue for gatherings, exhibitions, events and to provide shelter during poor weather.

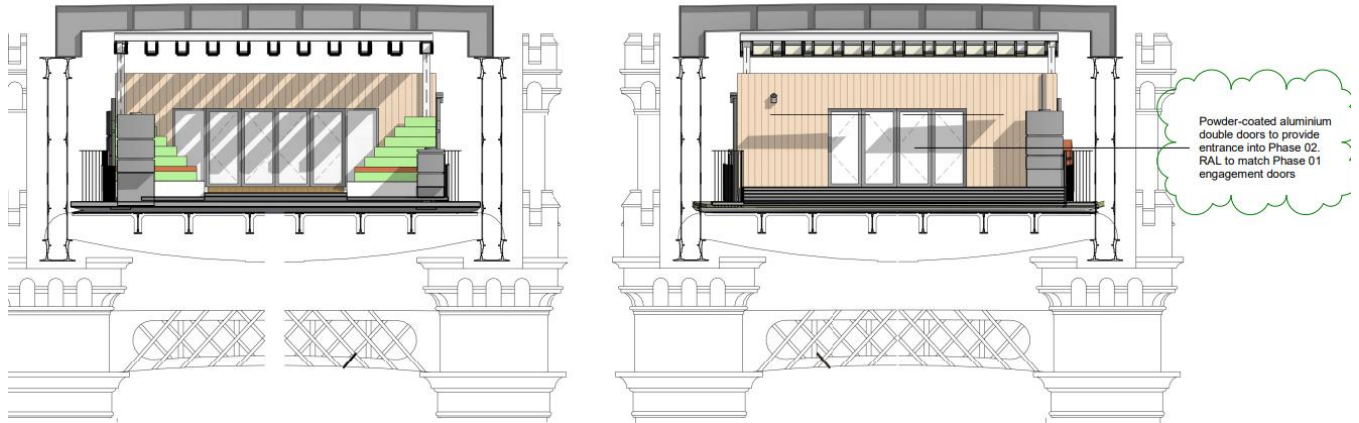


Figure 5 – Proposed elevations of the engagement centre

The external alterations to the building include replacement windows/doors to the west elevation. This replacement windows/doors will be aluminium finished in a RAL colour to match the existing uPVC windows. The existing uPVC windows/doors to the east and south elevations will be retained.



Figure 6 – Proposed 3D drawing of the Engagement Centre/Central Building

The proposal includes the installation of water storage butts adjacent to both entrances of the building to increase water capacity on site through a sustainable method.

Egerton Entrance Lift and Stair

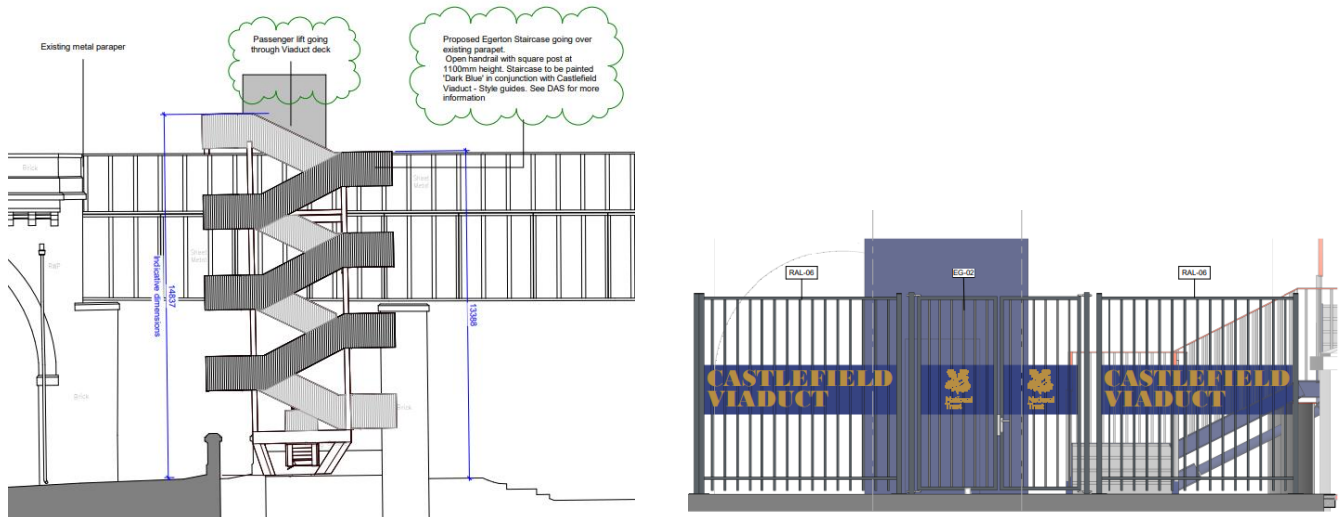


Figure 7 – Proposed Elevations of Staircase & Lift and Elevations of Proposed Entrance area

The installation of a 13-person passenger lift of a modular design with metal cladding finished in Dark Blue. This will be accessible from a new entrance area under the viaduct, accessed from Egerton Street.

The installation of a metal staircase cantilevered over the existing parapet of the bridge to minimise impact on the viaduct. The lift and stairwell will be enclosed in 2.4m high weldmesh fencing. Other security measures include controlled gates, CCTV and appropriate lighting.

Landscaping

The landscaped area is referred to as 'The Garden' on the masterplan and consists of three zones. These include:

Zone 1 - Horticulture and Experimental Planting

Area for growing plants, composting, tool storage and water storage adjacent to the central building/engagement centre. This area will be used for horticultural activities and experimental planting.



Figure 8 – Horticulture and experimental gardens zone

Zone 2 - WaterAid Garden

The RHS Water Aid Garden is a temporary installation (expected until 2028) due to licensing with designer. The scheme previously appeared at the RHS Chelsea Flower Show in 2024. It utilises a sustainable use of water and materials.



Figure 9 – WaterAid Garden section and photographs of the installation at the RHS Flower Show.

Zone 3 Retained Viaduct Garden

This area will retain the existing landscape and plants, shrubs and small trees from the existing viaduct will be lifted and replanted. This area will evolve over time through self-seeding.



Figure 10 – Retained Viaduct Garden

Boundary Treatments

Installation of mesh fencing along the boardwalk adjacent to the Metrolink

Structural/Remedial works

The installation of structural supports and repairs across the viaduct with dome headed bolts

Relevant Planning History

131622/LO/2021 – Listed Building Consent for works associated with temporary change of use to urban park for a period of 20 months. Decision: Approve 23 November 2021

131621/FO/2021 - Temporary change of use to an urban park (F2(c)) for a period of 20 months. Decision: Approve 23 November 2021

Consultations & Notification Responses

Publicity – the application has been advertised and site notices displayed. Occupiers of neighbouring properties have been notified. 8 representations have been received, all in support of the proposal. A summary of the comments below:

- Amazing and we need bigger green spaces in the city
- Health benefits as well as climate mitigation and nature recovery
- Must be kept, made permanent, funded and extended
- Egerton Street entrance will create a traffic free route between areas
- Adding café at one end would help fund future improvements
- Linking the canal paths to the viaduct would help establish it was a natural part of the city's walking routes.

Highway Services - Sustainable location as close to several sustainable and active transport options, no highways safety concerns, waste management arrangements are acceptable.

Recommends an events management plan, construction management plan which should include ongoing construction works, contractor parking in the locality, a dilapidation survey with photographs and commentary on the condition of carriageway/footway on construction vehicles routes surrounding the sites. Additionally, a condition for the monitoring of cycle parking and when necessary, the provision of additional cycle parking spaces.

General informatives referring to structure designs, S278 agreements and contact details for any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements.

Environmental Health – Recommends conditions relating to construction management plan, hours of operation, waste, noise impact assessment for central events building, plant/equipment/servicing noise assessment, restriction on external amplified noise and contaminated land investigations.

Advised their preference would be for Sunday hours to be limited to 10-5pm

Neighbourhood Team Leader (Arboriculture) – No comments to make

MCC Flood Risk Management – Recommendation of a surface water drainage scheme to be submitted through condition.

Environment Agency – No objection with advice relating to ground contamination and flood resistance and resilience measures.

Greater Manchester Police – Following a review of the Crime Impact Assessment, there are no concerns.

Historic England (North West) – No objection to the proposal for Phase 2 and welcome the continued re-use of an important historic asset.

Transport For Greater Manchester – Recommended conditions relating to construction management plan, amendments to Metrolink, monitoring regime and electromagnetic compatibility.

Greater Manchester Archaeological Advisory Service - There will be no impact on archaeological remains and that no further archaeological work to support this application is required.

United Utilities Water PLC – Recommends the submission of a detailed drainage plan

Canal & River Trust – No comments to make in relation to planning but an informative relating to wayfinding opportunities to enhance access to and from the site via the Rochdale canal towpath.

Greater Manchester Ecology Unit – Satisfied 10% Biodiversity Net Gain can be provided on the site and can be discharged through the general statutory biodiversity gain condition.

Recommendation of conditions such as submission of details of bird and bat boxes, revised assessment of impact of new lighting on bats and a canal specific CMP.

Additionally, no demolition or vegetation clearance to take place during bird nest season unless nesting birds have been shown to be absent, or a method statement is to be agreed in writing with the LPA.

Network Rail – Advising a Basic Asset Protection Agreement will need to be agreed between the developer and Network Rail.

GM Fire Rescue Service – No comments received

Health & Safety Executive (Fire Safety) – Does not meet the definition of a relevant building and therefore they have no comments to make.

Greater Manchester Pedestrians Society – No comments received

Department For Transport (Historical Railways Estate) – No comments received

Manchester Water Safety Partnership – No comments received

Castlefield Forum – No comments received

Parks & Events – No comments received

Highways (Structures) – No comments received

Strategic Development Team – No comments received

City Centre Regeneration – No comments received

Environment & Operations (Refuse & Sustainability) – No comments received

Cadent Gas – Holding objection due to an intermediate pressure pipeline in close proximity to the new staircase and lift.

Policy

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 CC5 – Transport
- Policy CC9 – Design and Heritage
- Policy CC10 - A Place for Everyone
- Policy T2 – Accessible Areas of Opportunity and Need
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy E3 – Heritage
- Policy EN8 – Adaptation to Climate Change
- Policy EN9 – Green Infrastructure
- Policy EN11 – Quantity of Open Space, Sport and Recreation
- Policy EN12 – Area Priorities for Open Space, Sport and Recreation
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality
- Policy EN18 – Contaminated Land
- Policy EN19 – Waste
- Policy DN1 – Development Management

Saved Unitary Development Plan for Manchester - The following saved UDP Policies are of relevance to this application:

- Policy DC18 – Conservation Areas
- Policy DC19 – Listed Buildings
- Policy DC26 – Development and Noise

National Planning Policy Framework (NPPF)

- Chapter 6 – Building a strong, competitive economy
- Chapter 7 – Ensuring the vitality of town centres
- Chapter 9 – Promoting Sustainable Transport
- Chapter 12 – Achieving well-designed places
- Chapter 16 – Conserving and enhancing the historic environment

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-Strat2 – City Centre
- Policy JP-P1 - Sustainable Places
- Policy JP-P2 – Heritage

Planning (Listed Buildings and Conservation Areas) Act 1990.

Issues

Principle of Use

The viaduct is a well-known landmark within the City Centre and is highly visible both from the ground and from the Metrolink line that runs alongside it. Prior to the temporary permission granted in 2021, the viaduct had been out of use since 1969.

Following the success of the temporary use of Phase 1, the proposal seeks permanent consent for Phase 1 and to extend the urban park further into a second Phase 2. It is considered that its use as a park has proven to be suitable for the structure and has been beneficial in bringing the structure back into use.

There are also benefits from allowing the public access to appreciate the listed structure along with the remedial works to the structure. The use would enhance the mix of uses within the City Centre, providing valuable greenspace and the principle of the use is acceptable, in accordance with Core Strategy Policies SP1, DM1, CC10, EN11 and EN12.

Amenity

Hours of Operation

The proposed core hours for the proposed park are varied during the winter and summer months. The proposed hours are defined below:

*Between 20th March – 22nd September:
Monday – Sunday 07:30 – 19:00*

*Between 23rd September – 19th March:
Monday – Sunday 08:00 – 17:00*

Except for special events, with up to 50 events per year (no more than five each month) are permitted outside these specified operational hours, to start no earlier than 9:00 and shall end no later than 21:30.

The Council's Environment Health Officer (EHO) was consulted on the hours and advised their preference was for reduced hours on Sundays when background noise levels are lower than other days of the week.

Their comments are acknowledged but it is not anticipated the site will result in any increased levels of noise, particularly during the mornings. Also, the site is located within the City Centre as valuable greenspace and given it is likely to be popular on weekends, it is considered the proposed opening hours are acceptable.

For any events, the condition has referred to no events earlier than 9am to ensure any potential increase in noise related activities/events consisting of larger gatherings will not disturb nearby residents, in accordance with Saved UDP Policy DC26.

Noise

The central building known as the Engagement Centre will be used to host events as confirmed in the submitted Acoustic Assessment. The EHO accepts findings of the nearest receptors and the background noise study. However, they have advised for events to be carried out within this building with amplified speech, music or speakers, a further assessment is required which will need to confirm the maximum internal level.

Once this has been determined it will demonstrate whether additional insulation and facade/glazing is required and if so, details of acoustic treatment to the Engagement Centre will also be required.

The Acoustic Assessment references masking features to mask noise from the surrounding environment for users of the site. The EHO has advised any noise masking features must not exceed the background noise level that may impact on nearby receptors. These features therefore will need to be carefully selected and positioned with recommendations to follow. To address the outstanding concerns, a revised Acoustic Assessment will be required through condition. There will be a verification element of this condition once any necessary measures have been installed.

There will be no amplified sound proposed in external areas. A condition should be attached to confirm this for the avoidance of doubt.

The Acoustic Assessment includes plant noise limits which the EHO accepts. However, the plant has not been selected and therefore once it has, an assessment will be required to demonstrate that the plant will not exceed the limits recommended. The revised acoustic assessment should also include an assessment of any noise from the passenger lift. A condition requiring an assessment to be submitted prior to the installation of any plant and the lift, should be attached.

A draft Construction Management Plan (CMP) was submitted in support of the application in respect to works relating to Phase 2. A condition will be attached prior to commencement of development that a revised CMP is provided with recommendations as detailed below.

The revised CMP should provide further assessment on any construction noise impacts, vibration mitigation measures, monitoring measures and details of how a supervisor is alerted when noise/vibration limits are exceeded. Additionally, there should be a more thorough section of how dust levels will be monitored, recorded and measured to prevent dust escaping to the wider environment.

In respect to any remedial works within Phase 1, the EHO has accepted any works should be carried out in accordance with the approved CMP as part of the previous consent. Notwithstanding this, the applicant has accepted a condition requiring the submission of the finalised Phase 1 CMP to be submitted prior to any works commencing as this allows any flexibility in the event any specific works need to be amended.

Privacy

The viaduct is adjacent to four apartment blocks located on Potato Wharf. These buildings do not contain any windows to the side elevations directly facing the viaduct.

Following the extension of Phase 2, this currently vacant area of the viaduct will be accessible by members of the public. Given the separation distance and the orientation, it is not anticipated the proposal would result in any direct overlooking or loss of privacy to adjacent habitable windows.

Subject to the recommended conditions, it is considered that the proposed alterations and use would not detrimentally affect the amenity of surrounding occupiers.

Visual Amenity / Heritage

Proposed new access

The proposed new staircase would make for a highly prominent addition to the Grade II listed viaduct and Castlefield Conservation Area. The staircase is of a relatively simple design

consisting primarily of metal railings. The staircase has been designed to be cantilevered over the top of the parapet, to prevent any harm to historic fabric. Whilst the benefits to historic fabric are acknowledged, by virtue of the design and siting of the staircase, it is considered to result in low level of less than substantial harm to the setting and significance of the listed viaduct.

The proposed lift will be located on the underside of the viaduct and will require significant interventions through the listed structure. The lift will be constructed in a Corten steel finish, a high-quality material which is supported by the City Council. The entrance of the lift and staircase will be enclosed by a tubular weldmesh gate and fencing. This is an improvement as it was originally proposed as standard mesh fencing.

The proposal includes the installation of new fencing along the boardwalk of Phase 2 of the site adjacent to the new entrance area via Egerton Street. Following discussions, the boundary treatment was amended to a tubular weldmesh fencing. Elevations have been shown of the fencing/entrance area and the visual appearance of the entrance area has been enhanced. Further details such as product specifications, samples and the method of installation for the fencing will be sought through condition.

Outbuildings

The installation of a refurbished shipping container within the main entrance area. The container will be finished in natural timber cladding with aluminium windows. This is considered to be an improvement compared to the existing temporary structure. The doors are proposed to be in steel and further details of these and all other external materials would need to be reviewed through submission of samples and product specifications as detailed in a condition.

The Engagement Centre is the central building within Phase 1 of the site. It would be used as an event space and will have a traffic-resistant central path to allow access through Phases 1 and 2 which will establish a walking route along the Viaduct between the existing entrance and the new Egerton Street entrance. Since the temporary consent, there are proposed external alterations to the structure such as windows/doors to the west elevation. This replacement will be aluminium finished in a colour to match existing. The existing uPVC windows/doors to the east and south elevations will be retained. Notably, there would be limited opportunity to view the new higher quality aluminium windows against the existing larger uPVC windows as they would be located at either end of the building.

In the interest of the Grade II listed structure and conservation area, higher quality joinery such as timber and aluminium are encouraged. Whilst the replacement windows/doors will be made from aluminium, the retention of uPVC windows to the east and south elevations will result in a low level of harm to the significance of the heritage asset.

Structural/remedial works

The listed viaduct has previously undergone repairs and maintenance works. The proposal includes the replacement of rivets with bolts. The bolts are dome headed to have a similar appearance as the rivets. To minimise the impact of the insertion of the bolts, the Local Planning Authority would like to see further details such as a capping detail or other method showing both ends of the bolt as dome headed. Subject to the attached condition, the hiding of the fixing/nut of the bolt would lessen the harm to the listed asset.

Some of the repairs also consist of the installation of new plates. Further exact details of the repairs will be secured through an attached condition. This shall include the exact location, product specifications, samples and the method of installation. The LPA recommend that the

plates should be as close to the structure as possible to avoid any gaps forming. The addition of plates is considered to result in less than substantial harm to the heritage asset.

Deansgate tram stop entrance area

The existing entrance consists of a solid panel topped with anti-climb steel blades and is considered to be uninviting and results in harm to the visual appearance of the listed structure. The proposal includes a replacement consisting of an anti-rolling drum which is considered to be a more attractive, higher quality and durable intervention. This replacement is significantly better as it would enhance the experience of the visitors and improve the visual appearance of the entrance area.

Adjacent to the welfare centre/staff facility will be a septic waste tank. This will be screened by a timber fence. In the interest of visual amenity, further details including a product specification and samples will be sought through an attached condition to ensure any proposed screening minimises any views of this waste tank.

Visual amenity and heritage conclusion

This proposal would enable a permanent consent for Phase 1 and consists of an extension of the already used Viaduct into a second phase. In line with the requirements of paragraph 215 of the NPPF where less than substantial harm occurs this must be set against the public benefits of the scheme.

There is harm identified to the setting of the viaduct through the installation of the stair and lift as these installations would have a contemporary appearance which will detract from the character of the listed viaduct.

There is further harm identified through the installation of the associated boundary treatment and outbuildings. These permanent installations would result in some disruption to the views along the viaduct and the setting and significance of the heritage asset.

There is harm identified through the structural works as it would require interventions into the fabric of the listed viaduct. These works are considered to be justified providing sensitive repairs are carried out. Further details will be secured through conditions.

The proposal would amount to less than substantial harm and as required by the NPPF, it is necessary to determine if the required public benefit exist to outweigh this harm.

Following the success of the Phase 1 Pilot scheme, there would be proven significant public benefit as the proposal would bring forward a permanent use within the viaduct, providing an accessible area of greenspace within the City Centre. There are also associated heritage benefits through sensitive repairs to the listed structure.

Subject to the attached conditions relating to the submission of product specifications, samples and fixing details etc, it is considered any identified harm above in the above assessment is outweighed by the public benefits and heritage benefits as required by paragraph 215 of the NPPF.

The proposal complies with policies SP1, CC9, EN1, EN3 and DM1 of the Manchester Core Strategy, saved UDP policies DC18 and DC19, Places for Everyone Plan policy JP-P2, and guidance within the National Planning Policy Framework.

Highways network

The main entrance of the site will be accessible from the Deansgate Tram car park, and the park will continue along the Viaduct until the secondary new proposed entrance at Egerton Street.

The current temporary consent of the site under Phase 1 carried out events for up to 50 people as part of as a weekly special event. Given the sites location within the City Centre it is considered to be a sustainable location with nearby public transport options such as trams, buses or trains. There are car parking facilities in close proximity to the site and visitors may also travel by walking or cycling.

Following the implementation of Phase 2, it is estimated that events could accommodate up to 250-300 people. In the interest of the safety of the highway network, the Council's Highways Officer has requested further details through an events management plan. This shall include further details of the events, any servicing requirements and how pedestrian and vehicle activity is to be controlled. This will be sought through an attached condition.

The submitted plans show the provision of three bicycle racks located within the Phase 1 entrance area. The Highways Officer has recommended that cycle parking facilities is monitored. To ensure an appropriate assessment is carried out, a travel plan is recommended through condition which will determine how visitors travel to the site, including whether additional cycle parking facilities will be required once Phase 2 has been brought into use.

In respect to any remedial works within Phase 1, the Highways Officer has accepted any works should be carried out in accordance with the approved CMP under the previous consent. As previously noted, the applicant has accepted a condition for the finalised Phase 1 CMP to be submitted.

The application was supported by a draft CMP, including the scope of the work, management of waste and dust management in respect to any works within Phase 2.

The CMP confirms deliveries will be prebooked and a delivery schedule will be prepared on a weekly basis.

There will be 8 vehicle spaces available on site for contractors. The final CMP shall also include consideration of ongoing construction works and contractor parking in the locality. Additionally, the CMP shall also include dilapidation survey with photographs and commentary on the condition of carriageways/footways on construction vehicle routes around the site.

Subject to the recommended condition for the construction management plan, the Council's Highways Officer has not raised any issues or concerns to the highway network. The proposal therefore complies with Policy DM1 of the Core Strategy.

Metrolink

Following a consultation with Transport for Greater Manchester (TfGM), they have advised that it is important that the development can be undertaken safely whilst ensuring that Metrolink Infrastructure and operations are not impacted so that the safety of the users of the Metrolink and those working in the vicinity is protected.

In order to manage the risks, the applicant/developer will be working closely with TfGM. In order to manage any associated risks, TfGM have recommended conditions relating to the submission of a Construction Management Plan, amendments to Metrolink infrastructure and associated monitoring of Metrolink infrastructure. All these elements have been incorporated within the condition relating to the submission of a CMP for each of the phases.

Additionally, TfGM have recommended a condition relating to the submission of an Electromagnetic Compatibility Plan. Given the proposal includes the installation of a lift and new lighting, pre-development testing and post energising testing is required to ensure that these installations do not impact on the operation of the Metrolink. A condition has been attached requiring the submission of this assessment prior to the installation of the lift and new lighting.

Waste Management

The proposal includes 1 x commercial waste bin and 1 x commercial recycling bin. There will also be 2 x visitor bins, 1 x staff/volunteer bin and 1 x staff/volunteer recycling bin.

The general waste bins for the public will be emptied on a daily basis and transported to the commercial waste bins.

The waste arrangements are considered to be acceptable, and no concerns have been raised by the Council's Environmental Health or Highways Officers.

Flood risk/surface drainage

It is understood there is no change in below ground drainage, no change in outfall and no change in the down pipes as established within the submitted Flood Risk Assessment.

Prior to the commencement of Phase 2, a sustainable drainage system (SuDS) shall be submitted to and approved in writing by the Local Planning Authority. Amongst other things, this will include construction of SuDS components including the permavoid water drainage system.

The new Egerton Street entrance is located within Flood Zone 3. As per the Environment Agency's advice, consideration should be carried out for access steps flood resilience and a plan for alternate access and egress should be made for scenarios where the access steps are unable to be used due to flooding. It is considered that the existing entrance on Duke Street would provide an alternative exit route. Further details of the measures and excavation route will be secured through an attached condition.

The Environment Agency has advised remediation works should be undertaken on the existing drainage network prior to the commencement of the use of Phase 2.

Since the original submission, the applicant has submitted a drawing to show the extent of the ballast removal within Phase 2. In areas where ballast will be removed, it will be replaced with new substrates to accommodate the temporary WaterAid Garden installation and any future replacement schemes or landscaping solution. The Council's Flood Risk Management Officer has reviewed the area of the ballast removal and the proposed substrates plan. They have advised that these changes will not impact on the drainage at the site.

The proposal includes a waste tank located adjacent to the staff welfare centre and entrance area. Details of the drainage of this system have been sought through condition in the interest of securing proper drainage and preventing any contamination or harm to the public.

Ground conditions

Following a review of the submitted Preliminary Risk Assessment for the Ground Investigation and Contaminated Land Risk Assessment, the Council's Environmental Health Officer (EHO) accepted the assessment that had been carried out.

They have advised that further ground investigation is required at the west of the site at ground level in the location of the Egerton Street new lift and staircase to assess potential contamination risks. The Preliminary Risk Assessment will need to be updated and submitted for review once the ground investigation has been completed within this location. A condition for this to be carried out prior to the commencement of Phase 2 will be secured.

The EHO has advised a remediation strategy will be required to provide details of the clean cover system, how this will be verified and details of how contaminated soil and made ground arisings will be stored prior to disposal to prevent cross contamination (such as placed on visqueen sheeting, covered and delineated etc). Furthermore, this shall include recommendations for protection of contractors for inhalation of fibres associated with the paint flecks and fibres from the metal stands. The remediation strategy should also outline the requirements of the validation report.

In summary for Phase 2, a revised preliminary risk assessment, site investigation report and remediation strategy are required to be submitted, along with a verification report to follow once the development commences. This will be conditioned as such.

The ground conditions for Phase 1 were considered under the temporary consent application 131621/FO/2021. The preliminary risk assessment, site investigation report and remediation strategy were considered acceptable, however, the applicant is still required to submit a verification report. This has been conditioned to be submitted within the next 3 months from the date of the determination of this current application.

Ecology and Biodiversity

Biodiversity Net Gain

10% Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021). 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 submitted Biodiversity Net Gain (BNG) report and statutory Biodiversity Metric identified that the site had some ecological value, consisting of introduced shrub, neutral grassland, sparsely vegetated land – ruderal/ephemeral other otherwise defined as urban-vacant land -derelict by Greater Manchester Ecological Unit (GMEU). The on-site baseline is 0.97 units.

Following the constructed of development there will be 0.44 units retained, and 0.54 units lost. Through onsite remediation there will be 0.65 units created and as a result there will be a total of 1.09 units on-site post development. This will result in a 11.83% Biodiversity Net Gain onsite and will achieve the mandatory 10% requirement.

GMEU have reviewed the supporting information and accept the calculations provided are a realistic achievement for this site. Given the on-site measures are all low value habitats and not significant, GMEU have advised the Habitat Management and Monitoring Plan can be controlled through a planning condition.

The supporting information confirms the 10% Biodiversity Net Gain can be achieved. Notwithstanding the submitted drafted Habitat Management and Monitoring Plan (HMMP) there will be a condition requiring the applicant to submit a Biodiversity Gain Plan and a final HMMP.

The management of the on site BNG created should be subject to a 30 year management plan. This will be secured through condition.

Bats & Birds

In the interest of bats and birds on site, a condition has been attached for the exact location and details of any bird/bat boxes to be submitted as recommended by GMEU.

New lighting will be proposed along the Viaduct, further assessment is required to be carried out to assess the impact of any lighting on bats and this will be secured through condition, as recommended by GMEU.

Adjacent canal

The current drafted CMP refers to generic measures such as prevention and protection measures of the adjacent Bridgewater canal. In the interest of the preventing any pollution to the nearby canal, GMEU have advised a more detailed Canal specific CMP is required to cover any risk to the canal. This will be secured through an attached revised CMP condition to be submitted.

Access

The application is supported by an access plan which demonstrates there will be step free access via lifts and ramps. A condition will be attached to ensure the development is implemented in accordance with this plan.

Conclusion

The proposal would bring part of the listed viaduct back into use after many years. However, the proposal would result in less than substantial harm to the listed viaduct. Any harm would be outweighed by the public benefits that the proposal would bring and associated heritage benefits through repairs. Subject to the recommended conditions attached, it is considered that the proposal would be in accordance with both national and local policies.

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 based on seeking solutions to problems arising in relation to dealing with the application.

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

1) In this permission, the following definitions are applicable:

- The areas for Phases 1 & 2 are shown on Drawing No. 12.2413 (PL)002A.
- Alterations to Phase 1: to include external alterations to the Engagement Centre (central building), the demolition of the existing welfare centre, the installation of the new welfare centre (refurbished shipping container), repairs to the structure, new lighting, the installation of the waste tank and replacement of the entrance security fencing.
- Phase 2: to include vegetation clearance, ballast removal, hard and soft landscaping and any installations such as planters, street furniture, tool shed/greenhouse boundary treatments, lighting, the WaterAid Garden, Egerton Street staircase and Egerton Street lift.

Reason - To clarify the various phases of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) 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.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents, as received by the City Council on 28 August 2024:

- Nomenclature: CVI-ARUP-ZZ-ZZ-DR-S-1055 T1
- Spans, Piers and Beams: CVI-ARUP-ZZ-ZZ-DR-S-1056
- Remedials, Traverse Beams Bearing Stiffeners: CVI-ARUP-ZZ-ZZ-DR-S-4001 T1
- Lattice Intersections: CVI-ARUP-ZZ-ZZ-DR-S-4011 T1
- Lattice Outstands: CVI-ARUP-ZZ-ZZ-DR-S-4012 T1
- Cross Bracing: CVI-ARUP-ZZ-ZZ-DR-S-4013 T1

Received by the City Council on 24 September 2024:

- Environmental Standards Statement, prepared by National Trust
- Blue and Green Infrastructure Statement, prepared by National Trust
- Geotechnical and Geoenvironmental Desk Study, prepared by Arup
- Ground Investigation Report and Contaminated Land Risk Assessment, prepared by Arup
- Acoustic Assessment: 282210-50/R01
- Lighting Design Report: CVI-ARUP-ZZ-ZZ-RP-E-630

- Crime Impact Statement: 2021/0347/CIS/02
- Waste (Contractor Instruction), prepared by National Trust
- Statement of Heritage Significance, prepared by Purcell
- Heritage Impact Assessment, prepared by Purcell
- Transport Statement: CVI-ARUP-ZZ-ZZ-RP-T-00003
- Flood Risk Assessment: CVI-ARUP-ZZ-ZZ-RP-C-000001
- Draft Construction Management Plan
- Phase 2 Operational Overview
- General Notes: CVI-ARUP-ZZ-XX-DR-S-0001 T1
- Concept Fire Strategy: CVI-ARUP-ZZ-ZZ-RPT-YF-0004
- Remedials, Piers: CVI-ARUP-ZZ-ZZ-DR-S-4021 T1

Received by the City Council on 13 November 2024:

- Waste Management: 12.2413 (DIA)008

Received by the City Council on 21 November 2024:

- Preliminary Ecological Appraisal: UG_922_PEA_04_2024
- Bat Survey Report: UG_922_BSR_2024_01

Received by the City Council on 26 November 2024:

- Waste Proforma

Received by the City Council on 20 December 2024:

- Proposed Context Sections: 12.2413 (PL)300A
- Proposed Engagement Centre Sections: 12.2413 (PL)302A
- Proposed Garden Sections: 12.2413 (PL)303A
- Proposed Boardwalk Sections: 12.2413 (PL)304A
- Proposed Egerton Egress Stair-Lift: 12.2413 (PL)305A
- Water Aid Cross Section: 12.2413 (PL)306A
- Proposed Context Elevations: 12.2413 (PL)400
- Planting Schedule: CVI-BDP-ZZ-ZZ-SH-L-0001_P01

Structural

- Bottom Flange: CVI-ARUP-ZZ-ZZ-DR-S-4002 Rev T2
- Longitudinal Beams: CVI-ARUP-ZZ-ZZ-DR-S-4005 Rev T2
- Bottom Chords: CVI-ARUP-ZZ-ZZ-DR-S-4014 Rev T2
- Deck Plate: CVI-ARUP-ZZ-ZZ-DR-S-4025 Rev T2
- Stair + Lift - Viaduct Level - Sheet 1: CVI-ARUP-ZZ-ZZ-DR-S-2051 T2
- Stair + Lift - Viaduct Level - Sheet 2: CVI-ARUP-ZZ-ZZ-DR-S-2052 T2
- Stair + Lift - Viaduct Underslung Beams: CVI-ARUP-ZZ-ZZ-DR-S-2053 T2
- Stair + Lift - Global Sections 1: CVI-ARUP-ZZ-ZZ-DR-S-2061 T2
- Stair + Lift - Global Sections 2: CVI-ARUP-ZZ-ZZ-DR-S-2062 T2
- Stair + Lift Constraints Plan: No. CVI-ARUP-ZZ-ZZ-DR-S-2031 T3

Received by the City Council on 15 January 2025:

- Landscape Masterplan: CVI-BDP-ZZ-ZZ-DR-L-0001_P03
- Landscape Site Wide Plan: CVI-BDP-ZZ-ZZ-DR-L-0002_P01
- Landscape Zonal Plan: CVI-BDP-ZZ-ZZ-DR-L-1001_P03
- Substrate Design Plan: CVI-BDP-ZZ-ZZ-DR-L-1003_P02
- Planning Planting Strategy Report: CVI-BDP-ZZ-ZZ-RP-L-0001_P02
- Planting Detail Plan Zone 1: CVI-BDP-ZZ-ZZ-DR-L-2001_P02
- Planting Detail Plan Zone 2: CVI-BDP-ZZ-ZZ-DR-L-2002_P02

- Planting Detail Plan Zone 3: CVI-BDP-ZZ-ZZ-DR-L-2003_P01
- Biodiversity Net Gain Design Stage Report: UG_922_BNG_02
- BNG calculations: UG_992_ECO_BNG_CALC_02
- Draft Biodiversity Net Gain Habitat Management and Monitoring Plan: UG_922_ECO_HMMP_02

Received by the City Council on 23 January 2025

- Engagement Centre: 12.2413 (PL)700B
- Proposed Colour Scheme: 12.2413 (PL)900A

Received by the City Council on 6 February 2025:

- Proposed Gates: 12.2413(31)703
- Landscaping Sections: CVI-BDP-ZZ-ZZ-DR-L-4001_P01
- Converted Shipping Container Elevations
- Ballast Removal: 12.2413 (PL)011A
- Access Plan: 12.2413 (PL)012A
- Staff Welfare External Appearance: 'Converted shipping container'
- Entrance Area, New Staff Facility: CVI-ARUP-ZZ-ZZ-DR-S-2091 T2

Received by the City Council on 27 February 2025:

- Proposed Masterplan: 12.2413 (PL)100E
- Proposed Egerton Egress Viaduct Level: 12.2413 (PL)110B
- Proposed Egerton Egress – Egerton Street Level: 12.2413 (PL)111C
- Proposed Entrance Area Section: 12.2413 (PL)301D
- Glare Potential Appraisal: CVI-ARUP-ZZ-ZZ-RP-E-2505
- Proposed Masterplan (Phases): 12.2413 (PL)002A

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, CC9, EN3 and DM1 of the Core Strategy, and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

- 4) Prior to the commencement of alterations within Phase 1, a detailed construction management plan outlining working practices during development and including safe methods of working adjacent to the Metrolink overhead line equipment and other Metrolink infrastructure shall be submitted to and approved in writing by the local planning authority.

For the avoidance of doubt the construction management plan shall include:

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Identification of the vehicular access points into the site;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Dilapidation survey with photographs and commentary
- Engagement with Metrolink;
- Works affecting Metrolink infrastructure;
- Protection of Metrolink equipment;

- Monitoring and mitigation measures to Metrolink infrastructure
- Retention of 24 hour unhindered access to Metrolink equipment;
- Construction and demolition methods to be used, including details of the use of lifting equipment or cranes (which shall not oversail the tramway or overhead line equipment);
- The erection and maintenance of any security hoarding (please note this may require an electrical isolation of the Metrolink overhead wires); and
- Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place.
- Detailed measures for protection and prevention of pollution to the adjacent canal

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

Reason - To safeguard the amenities of nearby residents, in the interests of highway safety and to ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system. To prevent any pollution to the adjacent canal pursuant to policies SP1, , EN17, EN16, EN19 and DM1 of the Manchester Core Strategy.

- 5) Prior to the commencement of Phase 2, a detailed construction management plan outlining working practices during development and including safe methods of working adjacent to the Metrolink overhead line equipment and other Metrolink infrastructure shall be submitted to and approved in writing by the local planning authority.

For the avoidance of doubt the construction management plan shall include:

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Identification of the vehicular access points into the site;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Dilapidation survey with photographs and commentary
- Engagement with Metrolink;
- Works affecting Metrolink infrastructure;
- Protection of Metrolink equipment;
- Monitoring and mitigation measures to Metrolink infrastructure
- Retention of 24 hour unhindered access to Metrolink equipment;
- Construction and demolition methods to be used, including details of the use of lifting equipment or cranes (which shall not oversail the tramway or overhead line equipment);
- The erection and maintenance of any security hoarding (please note this may require an electrical isolation of the Metrolink overhead wires); and
- Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place.
- Detailed measures for protection and prevention of pollution to the adjacent canal

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

Reason - To safeguard the amenities of nearby residents, in the interests of highway safety and to ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system. To prevent any pollution to the adjacent canal pursuant to policies SP1, , EN17, EN16, EN19 and DM1 of the Manchester Core Strategy.

- 6) a) Prior to the installation of external lighting and the Egerton Street lift, an Electromagnetic Compatibility Plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include an assessment confirming if there will be any electromagnetic compatibility impacts from the proposed development. Should any electromagnetic compatibility protection measures be required as a result of the lighting and/or lift, these details shall be agreed prior to the installation.

b) Prior to the Phase 2 lighting scheme and lift being brought into use, post energisation testing and verification shall be carried out in accordance with the approved Electromagnetic Compatibility Plan. In the event that the testing and verification identifies a non-conformity, mitigation measures to ensure compliance with the relevant Electromagnetic Compatibility Plan criteria shall be submitted for approval by the Local Planning Authority prior to the relevant works commencing. The approved mitigation measures shall be implemented prior to whichever of the Phase 2 lighting scheme or lift is the source of the non-conformity being brought into use.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

- 7) In respect to the ground conditions of Phase 1, the following documents have previously been considered and are hereby approved:

Land Quality Desk Study and Preliminary Risk Assessment Report Reference: PC2387-RHD-ZZ-XX-RP-Z-0002 dated 10 May 2021

Remediation Strategy Review reference: PC2387-RHD-ZZ-XX-CO-Z-0017 (received 3 March 2022).

Within 3 months from the date of this planning permission, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and Remediation Strategy.

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

- 8) a) Notwithstanding the submitted document (Ground Investigation Report and Contaminated Land Risk Assessment, prepared by Arup), prior to the commencement of Phase 2 hereby approved, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). This shall include:

- Further ground investigation to the west of the site to provide information for the lift and stair

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, Phase 2 of the development shall not

commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before Phase 2 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. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

- b. Prior to the first use/occupation of Phase 2 of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.
- c. In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of Phase 2 of the development.

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

- 9) 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 after development commences including Phases 1 and 2, 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 is submitted to and approved in writing by the City Council as local planning authority.

The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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

- 10)a) Notwithstanding the submitted Noise Impact Assessment 282210-50/R01, prior to the commencement of external alterations to the Engagement Centre and prior to the first occupation/use of Phase 2 hereby approved, the premises shall be acoustically insulated and treated to limit the breakout 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. This shall include:

- Assessment of whether there will be any amplified music or sound at events within the Engagement Centre
- The maximum operational sound levels within the Engagement Centre
- Details of any noise masking features
- Any acoustic treatment if necessary, including a scheme of said treatment

The scheme shall be implemented in full before the use commences.

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 occupation of the Engagement Centre following alterations, a verification report will 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 report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. Those measures shall be implemented in full before the use commences.

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

11)a) Prior to the installation of externally mounted ancillary plant, equipment and servicing including the Egerton Street lift, a scheme shall be submitted to and approved in writing by the City Council and 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 commencement of the use of any plant 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 plant hereby approved.

b) Prior to the operation 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 report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

12)No amplified sound or music shall be produced or played in any part of the site including the Engagement Centre and external areas.

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

13)Prior to the commencement of Phase 2, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Details of surface water attenuation that offers a reduction in surface water runoff to the existing rate.
- Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

- Hydraulic calculations of the proposed drainage system, including all design parameters. 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 + Climate Change. Evidence of appropriate climate change allowance for development lifetime is required.
- Construction details of flow control and SuDS components including the permavoid proposal
- Details of how the scheme shall be maintained and managed after completion.

The development shall be constructed and completed in accordance with the approved details prior to the first use of Phase 2.

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

- 14) Prior to the installation of the waste tank as shown on drawing No.12.2413 (PL)100E, details of the drainage of this tank shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

Reason: To secure proper drainage and to manage the risk of contamination pursuant to Core Strategy policies EN14 and DM1.

- 15) Prior to the installation of the Egerton Street staircase hereby approved, an assessment of the flood resilience of these access steps shall be submitted to and approved in writing by the City Council as Local Planning Authority. The assessment shall include a plan showing an alternate access in the event of flooding.

Reason: To manage the risk of flooding and pollution, pursuant to Core Strategy policy EN14.

- 16) Prior to the first use of Phase 2 hereby approved, the 3no. bike stands for 6no. cycles as indicated on drawing Nos.12.2413 (PL)100E and 12.2413 (PL)301D and received by the City Council, as Local Planning Authority, on 23 January 2025 shall be implemented and 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 and air quality pursuant to policies SP1, T1, T2, EN14 and DM1 of the Core Strategy.

- 17) Prior to the first use of Phase 2 hereby approved, a Travel Plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending the site or are employed by the development
- ii) a commitment to surveying the travel patterns of users during the first three months of the first use of the Phase 2 and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of Phase 2, a Travel Plan 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 users, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

- 18) Prior to the commencement of Phase 2 and alterations within Phase 1 hereby approved, a Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Metric Report Ref: received 15 January 2025 and prepared by Urban Green.

Notwithstanding the draft Habitat Management and Monitoring Plan (the HMMP), received on 15th January, the development shall not commence until a final HMMP has been submitted to and approved in writing by the LPA. It shall be prepared in accordance with the approved Biodiversity Gain Plan and including:

- (a) a non-technical summary;
- (b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP];
- (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan; and
- (d) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, has been submitted to, and approved in writing by, the local planning authority.

Notice in writing shall be given to the Council when the:

- (e) HMMP has been implemented; and
- (f) habitat creation and enhancement works as set out in the [HMMP] have been completed.

Prior to the first use of Phase 2 of the development hereby approved:

- (g) the habitat creation and enhancement works set out in the approved [HMMP] have been completed; and
- (h) a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

The created and/or enhanced habitat specified in the approved [HMMP] shall be managed and maintained in accordance with the approved [HMMP].

Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved [HMMP].

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Core Strategy Policy EN15, Places for Everyone Policy JP-G8 and the National Planning Policy Framework.

- 19) Prior to the first use of Phase 2 hereby approved, details of bird and bat boxes to be provided (including location and specification) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy.

- 20) Notwithstanding the submitted Bat Survey Report & Preliminary Ecological Appraisal (Received 21 November 2024) and the Glare Potential Appraisal (Received 21 February 2025), prior to the installation of lighting, a revised lighting strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority. The lighting strategy shall include:

a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to gain access to key areas of their territory, for example, for foraging;

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places;

c) demonstrate how the lighting would have no adverse effect on tram drivers' ability to read a tram signal and would not cause dazzle. All external lighting shall be installed and maintained thereafter in accordance with the approved lighting strategy. No other external lighting shall be installed without prior consent from the City Council as local planning authority.

Reason - To prevent the works from disturbing bats and to ensure that the operational requirements of the Metrolink system are met in the interests of safety, pursuant to Policies S06, EN15 and DM1 of the Core Strategy.

- 21) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent, or a method statement for the demolition including for the protection of any nesting birds is submitted to and agreed in writing by the City Council as Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works or vegetation clearance.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

- 22) Notwithstanding the details shown on Drawing No.12.2413 (PL)305A, prior to the installation of the Egerton Street staircase hereby approved, full and final details including product specifications, samples and the jointing/fixing details shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policy EN3 of the Core Strategy.

- 23) Notwithstanding the submitted drawings, prior to the installation of the Egerton Street lift hereby approved full and final details of all external materials including product specifications, samples and the jointing/fixing details submitted to and approved in writing by the City Council, as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policy EN3 of the Core Strategy.

- 24) Notwithstanding the details shown on drawing No.12.2413(31)703, prior to the installation of fencing at the Egerton Street entrance hereby approved, product specifications and samples shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policy EN3 of the Core Strategy.

- 25) Prior to the installation of the boundary fencing along the Boardwalk hereby approved, full and final details including the product specification and samples shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policy EN3 of the Core Strategy.

- 26) Notwithstanding the details shown on drawing No.12.2413 (PL)301D, prior to the installation of the anti-climb rolling drum fencing hereby approved, the detailed design including elevations, product specifications and samples shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policy EN3 of the Core Strategy.

- 27) Notwithstanding the details shown on drawing No.12.2413 (PL)301D and the elevation drawing referred to as 'Converted shipping containers', prior to the installation of the welfare centre (refurbished shipping container) hereby approved, full and final details of all external materials including product specifications and samples shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policies DM1, EN3 of the Core Strategy.

- 28) Notwithstanding drawing No.12.2413 (PL)301D, prior to the installation of the waste tank and associated timber fencing/screening, further details of the fencing including product specifications and samples shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policy EN3 of the Core Strategy.

- 29) Notwithstanding the details shown on drawing No.12.2413 (PL)700B, prior to any external alterations to the Engagement Centre (central building), full and final details of all materials to be used on the external elevations including product specifications and samples shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policy EN3 of the Core Strategy.

- 30) Prior to the installation of any new external flooring, full and final details including the product specifications and samples shall be submitted to and approved in writing to the City Council as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - To ensure that the works is done in a manner which does not harm the fabric of the listed structure, and the new interventions are appropriate to the listed structure pursuant to policy CC9 and EN3 of the Core Strategy, saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and the National Planning Policy Framework.

- 31) Prior to the installation of any new edge barriers, full and final details including product specifications and samples shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented in accordance with these approved details.

Reason - In the interests of visual amenity and because the proposed works affect a structure which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to detailing is required to protect the character and appearance of the listed fabric and to ensure consistency in accordance with policy EN3 of the Core Strategy.

- 32) Notwithstanding the details shown on the approved drawings, prior to any repairs to the viaduct, full and final details shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This shall include the exact location of repairs, detailed design, product specifications and samples. The approved details shall be implemented in accordance with these details.

Reason - To ensure that the works is done in a manner which does not harm the fabric of the listed structure, and the new interventions are appropriate to the Listed structure pursuant to policy CC9 and EN3 of the Core Strategy, saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and the National Planning Policy Framework

- 33) Prior to the first use of Phase 2, a signage/wayfinding strategy for the site 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 details.

Reason - In the interests of visual amenity to enable careful attention to signage details is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

- 34) Prior to the expiry of the licence of the temporary RHS Water Aid Garden hereby approved, a suitable replacement scheme or landscaping solution shall be submitted to and approved in writing to the City Council, as Local Planning Authority. The scheme or landscaping solution shall be implemented within three months (or other agreed timeframe) of the approval of the scheme and shall be maintained in accordance with this scheme for a time period to be agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure that the land is maintained at an appropriate standard in the interest of visual amenity and to maintain the recreational value of the site pursuant to policies SP1, EN9, EN10 and DM1 of the Manchester Core Strategy (2012).

- 35) Notwithstanding the details within the submitted Operational Overview (Prepared by National Trust and Received 28 August 2025), prior to the first use of Phase 2 hereby approved, an Events Management Plan shall be submitted to and approved in writing by the City Council as Local Planning Authority.

This shall include the following details:

- (a) Details of the types of events that would be held within the space including any servicing
- (b) How associated vehicle and pedestrian activity can be safely controlled.

The above shall be submitted and agreed in writing by the City Council as Local Planning Authority. The events management plan shall be fully implemented, prior to first occupation of Phase 2 hereby approved and shall be kept in operation at all times thereafter.

Reason - In the interests of highway safety and amenity in accordance with saved policy DC26; of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

- 36) The use hereby approved shall not be operate outside the following hours:

Between 20th March – 22nd September:
Monday – Sunday 07:30 – 19:00

Between 23rd September – 19th March:
Monday – Sunday 8:00 – 17:00

Except for special events, with up to 50 events per year (no more than five each month) are permitted outside these specified operational hours, to start no earlier than 9:00 and shall end no later than 21:30.

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

- 37) The development hereby approved shall be implemented in accordance with the submitted Access Plan drawing No.12.2413 (PL)012A. This is to allow for disabled access to all areas of the development/use hereby approved via level access, ramps and lifts.

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

- 38) The development shall proceed in accordance with the Crime Impact Statement prepared by Greater Manchester Police design for security (Dated 28 October 2024) with reference 2021/0347/CIS/02 stamped as received by the City Council as Local Planning Authority on 28 August 2024. The submitted scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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.

39) The development shall operate in accordance with the measures detail in the submitted Operational Overview (Prepared by National Trust; Received 28 August 2025) at all times for the lifetime of the development, unless otherwise updated by other conditions of this approval.

Reason - In the interest of preventing public nuisance, crime and disorder, as well as in the interest of public safety, in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

40) The details of the approved Waste Management strategy as outlined in the Waste Management Plan (Received 15 November 2024) and Waste Proforma (Received 26 November 2024) shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy.

41) Prior to the first use of the Phase 2 hereby approved, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas for the development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the development and remain in for the duration of the plan.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area and to ensure the development retains the biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Core Strategy Policies SP1, EN9, DM1 and EN15, Places for Everyone Policy JP-G8 and the National Planning Policy Framework in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

Informative

- 1) It is noted that proposed structure designs have been submitted in relation to the bridge works. MCC's Structures Team were consulted, no comments have been received to date. However, the proposed works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. There may be potential impact on the structural integrity of the viaduct from alterations, installation of water pavilion or material removal including ballast removal/relocation, the applicant is advised to contact highways.structures@manchester.gov.uk.
- 2) For the avoidance of doubt for any works that will have some impact on the adopted highway the applicant will be required to enter into a Section 278/184 agreements for the alterations. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense
- 3) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email highwaylicences@manchester.gov.uk.
- 4) The River and Canal Trust note that the proposals could incorporate wayfinding opportunities to enhance access to and from the site via the Rochdale canal towpath, which is located just to the south of the scheme. The Trust would welcome further dialogue with the National Trust, as the project developers, to seek opportunities for improved wayfinding between the canal and the urban park.

- 5) Construction/demolition works shall be confined to the following hours:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work
- 6) Environment Agency strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage. To find out which measures will be effective for this development, please contact your building control department. If you'd like to find out more about reducing flood damage, visit the Flood Risk and Coastal Change pages of the planning practice guidance.

Further guidance on flood resistance and resilience measures can also be found in: Government guidance on flood resilient construction <https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

CIRIA Code of Practice for property flood resilience
https://www.ciria.org/CIRIA/Resources/Free_publications/CoP_for_PFR_resource.aspx British Standard 85500 – Flood resistant and resilient construction
<https://shop.bsigroup.com/ProductDetail/?pid=00000000003029968>

- 7) This development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters. However, we are unable to provide site-specific advice relating to land contamination as we have recently revised our priorities so that we can focus on:
- Protecting and improving the groundwater that supports existing drinking water supplies
 - Groundwater within important aquifers for future supply of drinking water or other environmental use.

The Environment Agency recommend that you refer to our published 'Guiding Principles for Land Contamination' which outlines the approach which should be adopted when managing this site's risks to the water environment.

The Environment Agency also advise that you consult with your Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, we recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 180 of the National Planning Policy Framework.

- 8) It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Certain species of Cotoneaster are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.
- 9) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linereleasebeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to. This should demonstrate the proposal would maintain 2.69m from the cadent gas pipeline and that any piling will be outside the zone of influence and the engineering works do not affect Cadent assets and maintain 24 hr access for repair and maintenance
- 10) In the interest of safeguarding Metrolink infrastructure the following details shall be considered within the construction management plan (condition 4) of this permission:
- structural changes to the viaduct and any additional loading imposed;
 - walking route construction including the protection of Metrolink cables;
 - fencing location, type and construction;

- lighting and potential to impact tram drivers;
- safety and security, e.g. climb and touch potential of overhead line equipment; the protection of Metrolink cables; and the requirements of the Light Rail Security Programme;
- consideration of stray current and any earthing and bonding requirements;
- Metrolink maintenance access to all Metrolink assets; and
- Monitoring regime including timescales of implementation of monitoring measures

Appendix 1 – List of consultees & neighbours notified

Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Parks & Events
 Environment & Operations (Refuse & Sustainability)
 Strategic Development Team
 City Centre Regeneration
 Highways (Structures)
 GM Fire Rescue Service
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 United Utilities Water PLC
 Canal & River Trust
 Health & Safety Executive (Fire Safety)
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society
 Department For Transport (Historical Railways Estate)
 Manchester Water Safety Partnership
 Castlefield Forum
 Network Rail

Flat 214, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
 Flat 403, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
 Flat 5, Bridgewater House, Slate Wharf, Manchester, M15 4SW
 Flat 213, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 106, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 204, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat G08, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 513, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
 Flat G11, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 110, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 602, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
 Flat 307, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 609, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
 Flat 209, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 713, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
 Flat 508, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
 Flat 313, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 101, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 Flat 407, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
 Flat 109, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
 PRAETURA CAPITAL LLP, Third Floor, Giants Basin, Potato Wharf, Manchester, M3 4NB

Flat 3, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 8, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 1, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Third Floor, Nucleus, 21 Rice Street, Manchester, M3 4JL
Flat 207, 1 Rice Street, Manchester, M3 4JL
Flat 210, 1 Rice Street, Manchester, M3 4JL
Flat 208, 1 Rice Street, Manchester, M3 4JL
Flat G4, 1 Rice Street, Manchester, M3 4JL
2 Duke Street, Manchester, M3 4NF
Flat 410, 37 Potato Wharf, Manchester, M3 4BD
Flat 514, 37 Potato Wharf, Manchester, M3 4BD
Flat 602, 37 Potato Wharf, Manchester, M3 4BD
Flat G11, 37 Potato Wharf, Manchester, M3 4BB
Flat G06, 37 Potato Wharf, Manchester, M3 4BB
Flat 308, 37 Potato Wharf, Manchester, M3 4BB
Flat 211, 37 Potato Wharf, Manchester, M3 4BB
Flat 311, 37 Potato Wharf, Manchester, M3 4BB
Flat G09, 37 Potato Wharf, Manchester, M3 4BB
Flat 506, 37 Potato Wharf, Manchester, M3 4BD
Flat 202, 37 Potato Wharf, Manchester, M3 4BB
Flat 607, 37 Potato Wharf, Manchester, M3 4BD
Flat 613, 37 Potato Wharf, Manchester, M3 4BD
Flat G12, 37 Potato Wharf, Manchester, M3 4BB
Flat 106, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 407, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 602, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 607, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 403, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 402, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 105, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 303, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 506, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 414, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 311, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 314, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 213, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 205, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 715, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 602, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 315, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 107, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 603, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 405, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 409, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 108, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 208, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 112, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 413, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 512, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 102, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 205, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 606, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat G01, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 309, Whitworth, 39 Potato Wharf, Manchester, M3 4BH

Flat 306, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 6, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 5, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 11, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 6, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 17, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 2, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 310, 1 Rice Street, Manchester, M3 4JL
Flat 403, 1 Rice Street, Manchester, M3 4JL
Flat G7, 1 Rice Street, Manchester, M3 4JL
Flat 109, 1 Rice Street, Manchester, M3 4JL
Flat 303, 1 Rice Street, Manchester, M3 4JL
Flat 405, 1 Rice Street, Manchester, M3 4JL
Flat 102, 1 Rice Street, Manchester, M3 4JL
33 Collier Street, Manchester, M3 4NA
Flat 603, 37 Potato Wharf, Manchester, M3 4BD
Flat 714, 37 Potato Wharf, Manchester, M3 4BD
Flat 407, 37 Potato Wharf, Manchester, M3 4BD
Flat 109, 37 Potato Wharf, Manchester, M3 4BB
Flat 703, 37 Potato Wharf, Manchester, M3 4BD
Flat 302, 37 Potato Wharf, Manchester, M3 4BB
Flat G08, 37 Potato Wharf, Manchester, M3 4BB
Flat 504, 37 Potato Wharf, Manchester, M3 4BD
Flat G05, 37 Potato Wharf, Manchester, M3 4BB
Flat 709, 37 Potato Wharf, Manchester, M3 4BD
Flat 310, 37 Potato Wharf, Manchester, M3 4BB
Flat 413, 37 Potato Wharf, Manchester, M3 4BD
Flat 203, 37 Potato Wharf, Manchester, M3 4BB
Flat 712, 37 Potato Wharf, Manchester, M3 4BD
Flat 601, 37 Potato Wharf, Manchester, M3 4BD
Flat 303, 37 Potato Wharf, Manchester, M3 4BB
Flat G03, 37 Potato Wharf, Manchester, M3 4BB
Flat 202, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Arch 18, Potato Wharf, Manchester, M3 4LA
Flat G07, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 710, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 203, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 509, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 410, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 207, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 310, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 703, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 708, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 706, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 312, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 407, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat G09, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 203, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 404, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 701, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 412, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat G01, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 514, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 211, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT

Flat 605, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 305, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat G07, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 101, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 302, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 706, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 207, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 109, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 504, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat G06, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 14, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 16, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 411, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 308, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat G09, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 202, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 505, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 704, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 612, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 210, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 105, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat G03, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 605, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 1, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 8, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Arches 8 And 9, Catalan Square, Duke Street, Manchester, M3 4WD
Catalan Square, Duke Street, Manchester, M3 4WD
Flat 307, 1 Rice Street, Manchester, M3 4JL
Flat 104, 1 Rice Street, Manchester, M3 4JL
Flat G5, 1 Rice Street, Manchester, M3 4JL
Flat 212, 1 Rice Street, Manchester, M3 4JL
Flat 407, 1 Rice Street, Manchester, M3 4JL
Flat 502, 1 Rice Street, Manchester, M3 4JL
Flat 203, 1 Rice Street, Manchester, M3 4JL
Flat 506, 1 Rice Street, Manchester, M3 4JL
Flat 312, 37 Potato Wharf, Manchester, M3 4BB
Flat 306, 37 Potato Wharf, Manchester, M3 4BB
Flat 511, 37 Potato Wharf, Manchester, M3 4BD
Flat 701, 37 Potato Wharf, Manchester, M3 4BD
Flat 409, 37 Potato Wharf, Manchester, M3 4BD
Flat 505, 37 Potato Wharf, Manchester, M3 4BD
Flat 301, 37 Potato Wharf, Manchester, M3 4BB
Flat 501, 37 Potato Wharf, Manchester, M3 4BD
Flat 713, 37 Potato Wharf, Manchester, M3 4BD
Flat 313, 37 Potato Wharf, Manchester, M3 4BB
Flat 207, 37 Potato Wharf, Manchester, M3 4BB
Flat 610, 37 Potato Wharf, Manchester, M3 4BD
Flat G02, 37 Potato Wharf, Manchester, M3 4BB
Flat 414, 37 Potato Wharf, Manchester, M3 4BD
Flat 205, 37 Potato Wharf, Manchester, M3 4BB
Flat 406, 37 Potato Wharf, Manchester, M3 4BD
Flat 702, 37 Potato Wharf, Manchester, M3 4BD
Flat 101, 37 Potato Wharf, Manchester, M3 4BB
Flat 401, 37 Potato Wharf, Manchester, M3 4BD

Flat G08, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat G05, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat G04, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 104, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat G01, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 601, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 610, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 502, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 307, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 103, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 6, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 608, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 712, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 301, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 505, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 601, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 408, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat G02, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 615, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 202, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 708, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat G10, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 201, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat G02, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat G06, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 509, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 711, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 601, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 703, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat G05, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 103, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 702, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 13, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 12, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 14, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 15, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Ground Floor To Second Floor, Nucleus, 21 Rice Street, Manchester, M3 4JL
Flat G1, 1 Rice Street, Manchester, M3 4JL
Flat G2, 1 Rice Street, Manchester, M3 4JL
Flat 211, 1 Rice Street, Manchester, M3 4JL
Flat 401, 1 Rice Street, Manchester, M3 4JL
Flat 107, 1 Rice Street, Manchester, M3 4JL
Flat 108, 1 Rice Street, Manchester, M3 4JL
Flat 505, 1 Rice Street, Manchester, M3 4JL
Wellington Mills, Duke Street, Manchester, M3 4NF
Flat 710, 37 Potato Wharf, Manchester, M3 4BD
Flat 513, 37 Potato Wharf, Manchester, M3 4BD
Flat 403, 37 Potato Wharf, Manchester, M3 4BD
Flat 507, 37 Potato Wharf, Manchester, M3 4BD
Flat 210, 37 Potato Wharf, Manchester, M3 4BB
Flat 213, 37 Potato Wharf, Manchester, M3 4BB
Flat 404, 37 Potato Wharf, Manchester, M3 4BD
Flat 406, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 208, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX

Flat 108, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 301, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 102, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 706, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat G09, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 505, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 206, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 508, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 205, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 405, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 614, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 502, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat G03, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 110, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 613, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 402, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat G08, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 409, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 309, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 513, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 711, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 411, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 611, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 713, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 4, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 1, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 302, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 405, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat G07, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 406, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 608, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 212, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 311, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 408, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 501, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 206, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 203, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 410, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 404, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 603, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat G04, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 707, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 9, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 7, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 7, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 3, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Galloway, Rice Street, Manchester, M3 4JL
Flat G6, 1 Rice Street, Manchester, M3 4JL
Flat 302, 1 Rice Street, Manchester, M3 4JL
Flat 402, 1 Rice Street, Manchester, M3 4JL
Flat 404, 1 Rice Street, Manchester, M3 4JL
Flat 206, 1 Rice Street, Manchester, M3 4JL
Flat 204, 1 Rice Street, Manchester, M3 4JL
Flat 503, 1 Rice Street, Manchester, M3 4JL

Flat 201, 1 Rice Street, Manchester, M3 4JL
Flat 103, 1 Rice Street, Manchester, M3 4JL
Flat 111, 1 Rice Street, Manchester, M3 4JL
Flat 606, 37 Potato Wharf, Manchester, M3 4BD
Flat 104, 37 Potato Wharf, Manchester, M3 4BB
Flat G04, 37 Potato Wharf, Manchester, M3 4BB
Flat G01, 37 Potato Wharf, Manchester, M3 4BB
Flat 705, 37 Potato Wharf, Manchester, M3 4BD
Flat 503, 37 Potato Wharf, Manchester, M3 4BD
Flat 411, 37 Potato Wharf, Manchester, M3 4BD
Flat 110, 37 Potato Wharf, Manchester, M3 4BB
Flat 707, 37 Potato Wharf, Manchester, M3 4BD
Flat 605, 37 Potato Wharf, Manchester, M3 4BD
Flat 612, 37 Potato Wharf, Manchester, M3 4BD
Flat 709, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 408, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 401, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 308, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 304, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 510, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 607, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 703, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 312, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 509, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 610, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 2, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 204, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 212, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 304, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 209, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 714, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 512, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 507, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 503, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 707, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 612, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 106, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 210, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 11, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 507, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 403, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 207, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 305, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 113, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 111, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Second Floor, Giants Basin, Potato Wharf, Manchester, M3 4NB
Flat 9, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 12, Ship Canal House, Slate Wharf, Manchester, M15 4SX
The Lock Keepers Cottage, 14 Castle Street, Manchester, M3 4LZ
Ground Floor, Nucleus, 21 Rice Street, Manchester, M3 4JL
Flat 304, 1 Rice Street, Manchester, M3 4JL
Flat 101, 1 Rice Street, Manchester, M3 4JL
Flat 408, 1 Rice Street, Manchester, M3 4JL
Flat 308, 1 Rice Street, Manchester, M3 4JL

33A Collier Street, Manchester, M3 4NA
Flat 105, 37 Potato Wharf, Manchester, M3 4BB
Flat 706, 37 Potato Wharf, Manchester, M3 4BD
Flat 108, 37 Potato Wharf, Manchester, M3 4BB
Flat 509, 37 Potato Wharf, Manchester, M3 4BD
Flat 708, 37 Potato Wharf, Manchester, M3 4BD
Flat 304, 37 Potato Wharf, Manchester, M3 4BB
Flat 502, 37 Potato Wharf, Manchester, M3 4BD
Flat 204, 37 Potato Wharf, Manchester, M3 4BB
Flat 103, 37 Potato Wharf, Manchester, M3 4BB
Flat 305, 37 Potato Wharf, Manchester, M3 4BB
Flat 711, 37 Potato Wharf, Manchester, M3 4BD
Flat 102, 37 Potato Wharf, Manchester, M3 4BB
Flat G13, 37 Potato Wharf, Manchester, M3 4BB
Flat 107, 37 Potato Wharf, Manchester, M3 4BB
Flat 111, 37 Potato Wharf, Manchester, M3 4BB
Flat 302, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 510, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 510, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 201, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 103, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 709, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 309, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 702, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 409, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 606, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 507, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 305, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 608, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 310, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 613, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 104, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Crosby Lend Lease, Potato Wharf, Manchester, M3 4LA
Flat 413, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 303, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 406, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 604, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 108, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 306, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 702, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 105, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 307, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 415, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 17, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 13, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 8, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 12, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 10, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 705, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 604, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 503, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 611, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 504, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 201, Whitworth, 39 Potato Wharf, Manchester, M3 4BH

Flat 211, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 402, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 412, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Y H A Manchester, Potato Wharf, Manchester, M3 4NB
Giants Basin, Potato Wharf, Manchester, M3 4NB
Ground Floor, Giants Basin, Potato Wharf, Manchester, M3 4NB
Flat 14, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 5, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 13, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 4, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 10, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 410, 1 Rice Street, Manchester, M3 4JL
Flat G8, 1 Rice Street, Manchester, M3 4JL
Flat 112, 1 Rice Street, Manchester, M3 4JL
Flat 306, 1 Rice Street, Manchester, M3 4JL
Flat 105, 1 Rice Street, Manchester, M3 4JL
Flat 202, 1 Rice Street, Manchester, M3 4JL
Flat 305, 1 Rice Street, Manchester, M3 4JL
Flat 501, 1 Rice Street, Manchester, M3 4JL
Flat 205, 1 Rice Street, Manchester, M3 4JL
Flat 309, 1 Rice Street, Manchester, M3 4JL
Flat 611, 37 Potato Wharf, Manchester, M3 4BD
Flat 201, 37 Potato Wharf, Manchester, M3 4BB
Flat 209, 37 Potato Wharf, Manchester, M3 4BB
Flat 113, 37 Potato Wharf, Manchester, M3 4BB
Flat 508, 37 Potato Wharf, Manchester, M3 4BD
Flat 408, 37 Potato Wharf, Manchester, M3 4BD
Flat 307, 37 Potato Wharf, Manchester, M3 4BB
Flat 510, 37 Potato Wharf, Manchester, M3 4BD
Flat 206, 37 Potato Wharf, Manchester, M3 4BB
Flat 212, 37 Potato Wharf, Manchester, M3 4BB
Flat 204, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat G03, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 209, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 109, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 107, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 603, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 609, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 504, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 306, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 501, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 704, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 503, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 705, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 701, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 301, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 704, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 308, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 111, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 506, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat G05, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 410, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 102, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 609, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU

Flat 401, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 705, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 208, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 15, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 9, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 3, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 7, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 303, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 401, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 304, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat G10, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 712, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 107, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
Flat 709, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 710, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 511, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 502, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 610, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Deputy Wardens Flat, Y H A Manchester, Potato Wharf, Manchester, M3 4NB
Flat 4, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 2, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 11, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 10, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 16, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Nucleus, 21 Rice Street, Manchester, M3 4JL
Flat 406, 1 Rice Street, Manchester, M3 4JL
Flat 301, 1 Rice Street, Manchester, M3 4JL
Flat G3, 1 Rice Street, Manchester, M3 4JL
Flat 209, 1 Rice Street, Manchester, M3 4JL
Flat 110, 1 Rice Street, Manchester, M3 4JL
Flat 409, 1 Rice Street, Manchester, M3 4JL
Flat 601, 1 Rice Street, Manchester, M3 4JL
Flat 106, 1 Rice Street, Manchester, M3 4JL
Basement To Fourth Floor, Wellington Mills, Duke Street, Manchester, M3 4NF
Flat 604, 37 Potato Wharf, Manchester, M3 4BD
Flat 608, 37 Potato Wharf, Manchester, M3 4BD
Flat 412, 37 Potato Wharf, Manchester, M3 4BD
Flat 405, 37 Potato Wharf, Manchester, M3 4BD
Flat 402, 37 Potato Wharf, Manchester, M3 4BD
Flat 214, 37 Potato Wharf, Manchester, M3 4BB
Flat 208, 37 Potato Wharf, Manchester, M3 4BB
Flat 112, 37 Potato Wharf, Manchester, M3 4BB
Flat 114, 37 Potato Wharf, Manchester, M3 4BB
Flat 614, 37 Potato Wharf, Manchester, M3 4BD
Flat G07, 37 Potato Wharf, Manchester, M3 4BB
Flat 106, 37 Potato Wharf, Manchester, M3 4BB
Flat 314, 37 Potato Wharf, Manchester, M3 4BB
Flat 309, 37 Potato Wharf, Manchester, M3 4BB
Flat 609, 37 Potato Wharf, Manchester, M3 4BD
Flat 512, 37 Potato Wharf, Manchester, M3 4BD
Flat G10, 37 Potato Wharf, Manchester, M3 4BB
Flat 704, 37 Potato Wharf, Manchester, M3 4BD
Flat G06, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 101, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX

Flat 110, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat G02, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 708, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 506, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 604, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 707, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 404, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 210, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 605, Wilson Building, 43 Potato Wharf, Manchester, M3 4NX
Flat 701, Whitworth, 39 Potato Wharf, Manchester, M3 4AR
Flat 511, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 215, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 515, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 313, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 104, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 607, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat G04, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 310, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 710, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 606, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 508, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU
Flat 206, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NT
Flat 501, Goodwin Building, 41 Potato Wharf, Manchester, M3 4NU

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Castlefield Conservation Area 1979
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: CENTRAL