

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137263/FO/2023		
Date registered valid:	29 June 2023		
Proposal:	Erection of 9 storey office development with mezzanine and plant level (Class E) with ground and basement floor retail, cafe and / or restaurant and / or gym (Use Class E) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway and associated works.		
Address:	Land At Baring Street Adjacent To The River Medlock, Manchester, M1 2PY		
Ward(s):	Piccadilly		Ward
Applicant:	Mayfield Poulton Ltd		
Agent (if any):	Mr Michael Percival Deloitte LLP		
Case officer:	Angela		Leckie
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Recommendation:	Approve		
Date of recommendation:	14-09-23		
Application details			
Type of application:	Full Application Consent		
Development type:	Major Office		
Date of site visit:	6 July 2023		
Standard consultations:			
Printed: 5 July 2023	Expired: 4 August 2023		
Neighbour notifications			
Printed: 5 July 2023	Expired: 4 August 2023		
Site notice			
Posted: 6 July 2023	Expired: 5 August 2023		
Press advert			
Published: 11 July 2023	Expired: 10 August 2023		

Departure from Development Plan: No

Environmental Statement: RECV

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Background

Permission for the first phase of development within the Mayfield SRF Area was approved in February 2020. The first phase of development comprised two office buildings, a multi-storey car park and Mayfield Park.

Under planning permission reference 124972/FO/2019 within a development site is approximately 5.01 ha consent was granted for a 9 storey office development with mezzanine above ground floor and basement commercial uses and plant level, 11 storey Multi-Storey Car Park with associated landscaping; a 6 acre public park, highways and infrastructure works alongside enabling works. This consent was subsequently amended under application ref no 132255/JO/2021 which approved amendments to the Park. The Park element and enabling works approve under the latter consent have been fully implemented and this is now the extant planning permission.

Under planning permission ref no 125248/FO/2019 consent was granted for the erection of 13 storey building (including ground and mezzanine) comprising office space (Use Class B1) above ground floor commercial uses with rooftop amenity spaces and external terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant, back of house functions and associated landscaping works.

This application seeks a new permission which would sit within the approval under 132255/JO/2021 as an alternative form of Office development. It has been agreed with the Local Planning Authority that the proposed amendments to the approved scheme, are able to be agreed via Full Planning Application, also referred to as a “drop in” application in this way.

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The development site is approximately 0.30 ha and is located entirely within the Mayfield SRF area. The Mayfield area is bounded by Fairfield Street to the north; Temperance Street to the north-east; the Mancunian Way Ring Road (A653) to the south; and London Road (A6) to the west. It is close to Piccadilly Rail Station and the Metrolink. More specifically the site lies between Mayfield Park and the Mancunian Way.

The amended Office development proposed through this application relates to an area identified as Plot O. The development proposed is known as The Poulton.

The wider SRF area extends to 30 acres overall, the SRF endorsed in 2010, set out a vision to create a commercially led mixed-use neighbourhood within a high quality environment, including a new city centre park. It sought to enhance connectivity and deliver regeneration benefits. It was updated in 2014 to strengthen connections to Piccadilly station and create a stronger gateway to the City Centre, building on the Northern Hub rail expansion and act as a catalyst for the regeneration anticipated as a result of HS2.

The phased development of Mayfield should deliver a commercially led mixed-use area comprising a new park, 154,800 sq m of office space, 1500 homes, a hotel and retail and leisure facilities. This should create up to 10,000 office, retail, leisure and construction jobs and regeneration benefits that would drive economic growth. Public spaces and routes would improve permeability and movement. The SRF has been broken down into developable sub-areas and this application relates to a plot within an area that lies between Mayfield Park, the Mancunian Way and Baring Street where office uses are envisaged.

Meanwhile uses within the wider SRF site over the past 6 years have commenced the process of regeneration and have introduced economic and social activity as has the completion of Mayfield Park in 2022.

Application ref no 132255/JO/2021 has been partially implemented Phase A (enabling works) and Phases F, G, H and Mayfield Park were completed in 2022.

The remaining phases to be completed under the above consents are as follows:

Phase B - London Road junction & temporary access road.

Phase C – MSCP, public realm and associated works.

Phase E - Baring Street Office 1, public realm, and associated works.

Plot M – Baring Street Office 2, public realm, and associated works (the subject of this application)

Phase D - Baring Street and associated highways and public realm.

Phase X – temporary retention of Freight Island that is to be replaced at a later date.

The existing Site is previously developed 'brownfield land'. The site is not within a Conservation Area and has no listed buildings but the depot is a non-designated heritage asset. The nearest listed buildings are the Star and Garter Public House and Piccadilly Station (both Grade II) and London Road Fire Station (Grade II*).

In addition to this application has been submitted in conjunction with the following applications:

S73 application to vary condition 2 (approved Dwgs) attached to application ref no 125248/FO/2019 with amendments to include alterations to massing on southern elevation terrace areas, changes to external facade design and changes in entrance and internal layout and to amend the wording of conditions 3 (Materials), 4 (Contaminated Land), 5 (CMP), 6 (Archaeology), 7 (EA contamination), 8 (Piling), 10 (SUDS 1), 13 (Circular Economy Statement), 14 (Local Labour Agreement), 17 (Noise commercial), 23 (Surface Water Drainage), 30 (Landscaping), 34 (Noise External Areas), 36 (Management of Commercial units) and 38 (UXB Mitigation) to align with condition discharges for application ref no 125248/FO/2019 as amended by 134907/NMC/2022 and 135956/NMC/2023; and

S73 application to vary condition 2 (approved drawings) to make amendments to Multi Storey Car Park to include; an increase in the basement area to provide a full basement comprising circa 450 cycle parking spaces, lockers, shower facilities, introduction of commercial uses (Class E) at ground floor; amendments to location of parking spaces and reduction in overall spaces from 581 spaces to 488 spaces; the provision of additional EV spaces and capacity; amendments to the

external appearance (revised façade treatment to facilitate active ground floor uses and alteration to the proposed structural grid and structural construction to allow for demountable modular build sitting above a concrete plinth to improve future adaptability); inclusion of Plant, PV array at roof level; inclusion of additional plant for powering, heating, cooling, and ventilating the building and EV charging spaces and revisions to the location of the security room, storage areas, servicing areas and back of house facilities and conditions 43(Plant noise) , 44 (Noise uses), 45 (Refuse), 46 (hours), 47 (Fumes), 51(Deliveries), 61 (Amplified Music) 62 (Uses) and 63 (Management) to include these requirements for Phase C (MSCP) as a result of the new ground floor uses proposed included attached to on application ref no 132255/JO/2021as a result of 138008/NMC/23.

Description of area

Close to the site the former railway arches on Temperance Street are occupied by workshops, storage spaces and meanwhile uses. Much of the rest of the area has low rise warehouse and industrial units, open land and car parking.

To the west is the Macdonald Hotel and purpose built student accommodation and the area forms an important link to the North Campus.

An EIA Statement of Conformity utilises the same baseline information that was established in the Original EIA dated December 2019 are unchanged.

Description of development

Design development has taken place since the original consent was granted which has sought to improve the proposals in terms of activation, commercial appeal, and sustainability, amongst other improvements in the appearance of the buildings, which has formed the basis of this new application. Changes are also sought to respond to regulatory and policy changes that have taken place since approval of the original permission. These changes will further establish a building that is both successful upon completion and throughout its lifetime. The building changes have also reflected the delivery of the new park, which has inspired improvements in terms of form, function, and appearance.

The design changes from the originally approved scheme for the Poulton are summarised as follows:

Height and massing: increase in the overall height and massing of the building through alteration to the approved terrace area, additional terrace on level 08, removal of the cantilever, and introduction of new outdoor terrace and integrated rooftop pavilion on level 09. This results in an uplift from 11,142 sq. m. to 12,095 sq. m. GEA (953 sq. m. GEA, or ~10%, increase).

To bring the development in line with the latest BCO guidance the floor to floor height on the office floors has been increased. The clear head height to ground floor has also grown in order to provide a competitive offer for retail tenants in line with other developments being delivered around the city. The changes are summarised below:

- Ground floor – clear height increased to 4.0m to provide flexibility for ground floor uses.
- Typical floor – increased from 3.78m to 3.82m to meet latest BCO requirements.
- Overall height - Building rises +1.840m

External appearance: in addition to the formation of roof terraces across several levels of the building, there is a change to the external materials that are proposed at ground and first level to deliver a new “datum” level, which will be consistent with The Republic (Plot M) and multi-storey car park (Plot N). The previous corrugated metal and concrete, anodized cladding and glazing

will be replaced with a mix of smooth concrete cladding, glazing and corrugated and perforated metal cladding.

The rooftop has a slightly increased dimension to aid proportions of the building and incorporate a communal roof terrace as well as the plant space.

Cutbacks at ground floor allow for easier flow around the building while highlighting the two primary entrances from Baring Street and the public space between The Poulton and The Republic.

Internal reconfiguration: to align with the new massing and structural layout, including revised lift core and riser design.

The drainage proposals for the site have been updated to accord with the revised building layout.

Originally, the consented scheme provided cycle storage and showers within the basement level, however, following a re-assessment of the cycle provision strategy across Phase 1 these will now be provided within the neighbouring Plot N MSCP

Consultations & Notification Responses

Publicity: The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, a public interest development, affecting a right of way, affecting the setting of a listed building and accompanied by an Environmental Impact Assessment.

One representation has been received which asks if the development taken account of the shadow/shade it might cast over the existing lawns, trees and shrubs of the park and the subsequent loss of amenity.

City Centre Growth and Regeneration Team – No comments received

Head of Highways- Has no objection.

TFGM – Have no objection

Network Rail – Have no objection.

Head of Regulatory and Enforcement Services – Have no objections subject to conditions being attached in relation to the commercial units in respect of acoustic insulation of the uses and plant, refuse storage and disposal, fume extraction, hours of operation and management of amplified music. They also required submission of completion/verification Reports in relation to the remediation before the uses commence as a condition of any amended consent granted.

Greater Manchester Police (Design for Security) – No comments received.

TFGM (Metrolink) – No comments received

Greater Manchester Ecology Group (GMEU) – Have no objection

Flood Risk Management Team – Have no objection

Environment Agency – Have no objection.

United Utilities – Have no objections subject to conditions relating to surface water management being attached to any consent granted.

Greater Manchester Archaeological Unit –Have no objection.

Work and Skills – Have no objection.

Natural England – Have no objection.

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

The proposal has been assessed against the adopted Core Strategy as follows: The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted on 11July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, T1, T2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, EC1 and DM1 for the reasons set out below.

Strategic Spatial Objectives - The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles- This is a highly accessible location, and the development would reduce the need to travel by private car, support sustainable development and help to halt climate change.

SO2. Economy- The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The employment would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport - The development would be highly accessible, reduce the need to travel by private car and use public transport effectively. Sustainable transport would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment - The development aims to protect and enhance the natural and built environment and ensure the sustainable use of natural resources to mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of the area. The scheme would be high quality and complement existing and recent developments and improve levels of street level activity and natural surveillance.

Policy EC1 (Employment and Economic Growth in Manchester) – This is a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across

the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The Baring Street Area of Mayfield a key location for employment growth and the proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place. Users and employees would have access to a range of transport modes. Opportunities for crime would be minimised.

Policy EC3 (The Regional Centre) – The proposal would be in an appropriate location close to sustainable transport facilities. Its scale and form would not undermine delivery of employment space elsewhere.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – The site is in the City Centre Fringe which is a focus for economic growth and where significant employment growth is required. This would be a high quality development providing employment within an area designated for employment growth within the Mayfield SRF.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect people to jobs, local facilities and open space.

Policy EN1 (Design Principles and Strategic Character Areas) – The design would on balance respond positively at street level and would enhance legibility. The overall scale and distribution of massing would respond appropriately to context.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) -The development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies. An Energy Statement and Sustainability Report sets out how it would comply with this policy.

Policy EN8 (Adaptation to Climate Change) – An Energy Statement and Sustainability Report, identifies measures to ensure that the development would reach a target Breeam rating of “Excellent”.

Policy EN15 (Biodiversity and Geological Conservation) – Whilst the Park has provided numerous ecological benefits to the area. Plot O is not high quality in ecology terms and biodiversity enhancements would be secured.

Policy EN16 (Air Quality) - The proposal would be highly accessible by public transport and reduce reliance on cars and minimise traffic emissions. The proposal would not compromise air quality. Cycling storage would be provided within the basement of the associated MSCP to encourage cycle use. Dust suppressions measures would be used during construction.

Policy EN17 (Water Quality) – An assessment of the site’s ground and groundwater conditions shows the proposal would be unlikely to cause contamination to surface watercourses and the impact on water quality can be controlled by a condition.

Policy EN18 (Contaminated Land and Ground Stability) – Some site remediation has already taken place under application ref no132255/JO/2021. Final verification of the remediation to be carried out on the site could be controlled by condition.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste would be minimised during construction and operation. The on site management team would manage the various waste streams.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building and impacts on amenity.

Saved UDP Policies

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

DC19.1 Listed Buildings – The proposal would not have a detrimental impact on the settings of nearby listed buildings.

Saved Policy DC20 Archaeology – The wider site has been subject to comprehensive archaeological investigations and recording which were approved in discharge of conditions and reflected in the approval under 132255/JO/2021

DC22 (Footpath Protection) - The ground floor activity and repaving would improve pedestrian routes in the local area.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by an acoustic assessment, and the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise subject to compliance with conditions to be attached to any consent granted.

Other material policy considerations

Mayfield SRF and Masterplan (2018)- This was formally endorsed by Manchester City Council's Executive Committee in May 2018. The SRF is a material consideration of the planning application.

The 2018 SRF seeks to act as a catalyst for the transformation regeneration of the surrounding areas by building on the benefits of the investment in Piccadilly Station; and by maximising the opportunity of the arrival of HS2 as a 'once-in-a-century' opportunity to transform this part of Manchester, by creating a new gateway and extending the city centre eastwards to the inner ring road and beyond.

The realisation of the vision as set out within the SRF should help drive wider economic growth within Manchester city centre and adjacent neighbourhoods. In order to achieve this, the SRF sets out a series of objectives of which the following are of relevance to these applications:

- **Place Making:** To offer exceptional design respecting and restoring the area's heritage assets, to create well-used and well-loved public spaces and a brand new park, and to strive for an exemplar sustainable development, in order to achieve a vital and viable new city centre district.

- To capitalise on the rich historic heritage to create a unique place rooted in the identity, character, and history of Manchester.
- New Jobs: Creation of up to 10,000 jobs at a range of levels (including those which would be accessible to local people) accommodated in the new commercial and business space, the majority of which will be in business and professional services and digital industries, but also within sectors such as leisure and tourism. High quality workspaces: Meeting the growing demand for high quality floorspace in the city centre, and strengthening the city's inward investment offer, in a location which will capitalise on the economic benefits of investment at Piccadilly Station, including HS2.
- Townscape & Urban Design: To create a locality that has its own distinctive character while also feeling like a continuation of the city centre, improving the environment around the Mayfield area and Piccadilly Station, and ameliorating some of the anti-social activities which currently take place in the locality.
- Natural Capital: To create a new 6.5 acre city centre park and an additional 6.5 acres of public realm, restoring the River Medlock and increasing biodiversity and public access to green space.
- Functional Connectivity: In its pivotal location Mayfield will physically, socially, and economically connect key regeneration areas and transport hubs, including: Corridor Manchester and Ardwick to the east and south; Piccadilly SRF Area and Piccadilly Station transport hub, New Islington and Ancoats to the north; and North Campus and the remainder of the city centre to the west.
- Local Socio-Economic Impact: Mayfield will open up a range of economic, social and environmental benefits to residents in nearby wards.
- Economic growth from clustering of economic activity adjacent to current and future transport infrastructure:
- Economic Benefits from Construction: The proposed construction programme will sustain a 700 person workforce each year, while the associated supply chain expenditure will support an additional 1,000 jobs in the Greater Manchester economy by 2025, increasing to 2,500 jobs by 2029, initially through construction works, and subsequently through businesses accommodated in the commercial space.

The SRF sets out a comprehensive strategy that will guide the future reconfiguration and redevelopment of five distinct neighbourhoods: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character.

In relation to car parking the approach at Mayfield is to embrace low car usage policies consistent with a highly accessible city centre location. Essential car parking was intended to be provided in podium and basement areas, and a potential multi-storey car park within the Baring Street campus but be designed to be flexible and removable/reusable to embrace changing personal mobility patterns and new technologies. Provision should be made for electric cars, car sharing.

The Site forms part of the Baring Street Campus, where the provision of a “well-connected location for a commercial campus cluster in a series of well-crafted and flexible blocks” is envisioned, which take cognisance of the former Hoyle Print Works warehouses alongside the River Medlock and should have a unique relationship with the River.

In terms of use and form the SRF requires the buildings to provide:

- An active commercial base for co-working, live/work units, and small business space that will encourage enterprise and added value economic growth sectors that will be essential to support the City's growth trajectory.
- Buildings should be set back and step down towards the Park to accommodate a generous public walkway,
- Opening up on to the river and maximise sunlight into the Park.
- Massing which gently steps down towards the park to allow sunlight into a majority of the park during spring, summer and autumn.

The SRF also references a new pedestrian bridge across to the Depot and the north side of the Park.

The proposals would: Deliver new jobs and high quality workspaces; assist in delivering the level of place making required to establish and sustain this new City Centre neighbourhood; strengthen the city's inward investment offer, in a key strategic location; help to create a locality that has its own distinctive character; improve the environment around the Mayfield area and Piccadilly Station; restore the River Medlock and increase biodiversity and public access to green space; facilitate better physical, social, and economic connections to key regeneration areas and transport hubs; and open up a range of economic, social and environmental benefits to residents in nearby wards.

These collective benefits would ensure that Manchester can unlock further potential for economic growth in the future and would align with the vision and objectives set out within the SRF to facilitate the implementation of the vision of the SRF.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) –

The transport node plays a critical role in the city's economic regeneration. Significant investment is focused around Piccadilly Station and an SRF in 2018 aims to create a major new district based around a world class transport hub. This would ensure that the City can capitalise on the opportunities presented by HS2 and the expansion of the Station. The overarching objectives are to improve the attractiveness of the area to investment; improve physical connections and permeability; and provide destinations for social and cultural activity.

Mayfield features heavily within the HS2 Manchester Piccadilly Strategic Regeneration Framework, which was endorsed by Manchester City Council in June 2018. The SRF provides guidance for development proposals around Manchester Piccadilly Station and seeks to maximise the "regenerative and growth potential" around a new multi-modal transport interchange.

The scheme has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boosting investor confidence in the area supporting and complementing the next phase of growth in Manchester, delivering strategic regeneration objectives and improving connectivity between the City Centre and nearby communities.

North Campus Strategic Regeneration Framework (2017) - The Mayfield area is immediately adjacent to the North Campus SRF Area to the west. The redevelopment of North Campus will bring major regeneration benefits to the city and the area around Manchester Piccadilly. The North Campus is recognised as one of the neighbourhoods to be impacted by HS2 and is described as a 'research intensive knowledge environment'.

The vision for the area is to deliver a mixed use district with the knowledge industry and academic research identified as key activities with a focus on future planning strategies and ways of

improving the east-west connectivity between Manchester Piccadilly Station through to Oxford Road, as well as providing a significant gateway to the North of the site in the direction of the city centre via the notable Sackville Street Building.

The proposed development would complement the delivery of the above vision and put in place physical infrastructure to help deliver and further enhance the envisaged future connections to other adjacent regeneration areas.

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

The Mayfield area is included within the wider Piccadilly SRF and as such is positioned for significant development. The wider Piccadilly area is identified as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

At 20 acres, and adjacent to Piccadilly Station, the scale and location of the Mayfield development provides a unique opportunity not achievable in any other part of the city centre. The proposed development would be complementary to the realisation of the opportunities set out above. It would start the process of establishing a sense of place within the Mayfield Neighbourhood.

It would commence the process of creating up to 10,000 jobs in the new commercial and business space, high quality workspaces, and increasing biodiversity and public access to green space ensuring that Mayfield will become a new destination and significant amenity for the whole city as envisaged by the Mayfield SRF whilst providing strong connections between Piccadilly and the communities of East and South East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) - This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal would comprehensively refurbish and redevelop an underutilised site and bring offices to the City. The proposal would achieve a number of key growth priorities of the GM strategy including the reshaping of the economy to meet global demand, building Manchester's global brand and improving international competitiveness.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments
- to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;

- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

The proposals would align with the policy objectives set out above.

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

The proposals would align with the policy objectives set out above.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The proposals would align with the policy objectives set out above.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible. The proposals would align with the policy objectives set out above.

Climate Change and Low Emissions Implementation Plan (2016-2020) -This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation. The proposals would align with the policy objectives set out above.

Manchester Green and Blue Infrastructure Strategy 2015 -The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements relating to key objectives for growth and development. The vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue

spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

The inclusion of bat and bird boxes could be secured by a condition and the public realm would enhance biodiversity at the site.

Relevant National Policy

The revised NPPF re-issued in February 2021 states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a Strong, Competitive Economy' Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (para 81). The proposals would add 12,095 sq. m. GEA of offices space and ground floor and basement commercial uses to create jobs.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 92). The proposal would be safe and secure.

Section 9 'Promoting Sustainable Transport' - states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (para 105).

In assessing applications, opportunities to promote sustainable transport modes should be taken up, given the type of development and its location; safe and suitable access can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Applications should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to public transport modes which would encourage sustainable travel. Secure cycle parking space for the building users would be located within the basement of the MSCP. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan could be secured as part of the conditions of any approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (Paragraph 120).

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123).

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and

proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

The proposal would re-purpose a vacant brownfield site enhancing its current level of economic activity currently. This would improve the its current negative impact on the adjacent Park and would use the site efficiently. Its scale and density is considered to be acceptable. The use would meet known requirements. The development would complement the area's emerging character and setting.

The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes. It would be car free and reduce car journeys.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The building would help to create a well-designed place. It would help to establish a strong sense of place within the Baring Street Campus within the Mayfield SRF Area. It would be high quality and complement the emerging distinctive architecture within the area. These issues are discussed in detail later in this Report.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and be based on an all-electric service strategy. Efficient drainage systems would manage water.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity enhancements can be secured via condition attached to any consent granted.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction, but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. A travel plan and access to public transport would encourage alternative travel choices. Building levels are to be set to mitigate flood risk from the adjacent River

Medlock and mitigation has already been provided by some areas of the Park being available for overflow storage during flood events.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)- The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants; • means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality; controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.
- Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the location. In general, for noise making developments, there are four broad types of mitigation:
- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise
- transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

The National Design Guide (January 2021) - This illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

There are 10 characteristics of well-designed places within the National Design Guide which are listed below:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

The proposed form of development would enhance its surroundings to an acceptable level. Its distinctiveness would be expressed in an attractive manner and it would deliver a coherent development that properly responds to context.

Other National Planning Legislation

Legislative requirements

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

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

Environmental Impact Assessment

It is noted that an Environmental Impact Assessment (and subsequent Addendum) (collectively the Original ES) was submitted with the previous application. In light of the changes to the scheme, an Addendum Assessment has been submitted to consider whether the changes to the scheme affect the conclusions of the original ES. The EIA Technical Team has confirmed within the Statement of Conformity that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the approved EIA. Indeed, it is noted that due to some phases having now been implemented some of the impacts would be reduced.

On the above basis notwithstanding the proposed amendments to the original Plot M proposals, the overall levels of impact would stay the same as the ES 2019 and potential impact can be mitigated to non-significant levels in line with the Original EIA such that the conclusions of the 2020 ES are unaltered.

Therefore, the conclusions presented in the original Environmental Statement are considered to remain valid and, as such, the ES is capable of supporting the Section 73 application being submitted at this time.

Principle of the Proposed Amendments

Design

It is noted that notwithstanding the design amendments that the original ideas and aspirations are still strongly present within the amended design, which like the consented scheme, references Mayfield's heritage and in particular historic sites such as the former Mayfield Baths and Wash House. The ground floor of The Poulton will aspire to form a similar sense of community, acting as an early focal point for the initial Phase 1 of the Mayfield development.

Engaging heavily with the park, the dramatic space will be publicly accessible and provide a range of potential amenities and uses to help put Mayfield on the map. It is acknowledged that a further aspiration has been to develop a commonality between the architectural language of all three buildings which form part of Phase 1 to improve the visual links between them which would help to establish a sense of place at the entrance to Mayfield Park and its interface with Baring Street and the Mancunian Way.

The revised massing remains based on the principles of the previously consented scheme by addressing key contextual views and routes via chamfers within its base and at higher levels. The chamfer to Baring Street would strengthens the presence and visibility of the building from the approach from Piccadilly Station, while the chamfer facing the park would help to reduce the scale and impact of the massing. The cutbacks formed by the chamfers are utilised as external amenity spaces, doubling the provision of the 2019 scheme, and responding to current market demands.

The ground and first floor of the building form a heavier and more robust concrete clad base in response to the 'Mayfield datum' – an architectural approach incorporated within all three buildings which form part of Phase I of the Mayfield masterplan. The Mayfield datum reflects the industrial and architectural language of Mayfield and the proportions of the Depot building. The revised massing is, therefore, split into two distinct elements – a heavier base reflecting the Mayfield datum, and a lighter volume which sits above.

The façade wraps around the open terrace providing a consistency to the massing while balustrades and greenery add a subtle variation to the appearance. The plant on the roof is carefully concealed without adding complications to the massing. The ventilation required for the plant equipment is provided via perforated screens which have a consistent appearance to the vent screens on the levels below.

The revised façade approach would provide a contextual, contemporary addition to the townscape. The base of the building responds to the Mayfield datum and would have depth and solidity. In contrast, the volume above is lighter and responds to the industrial heritage of the site. Dark corrugated metal cladding is used to establish the primary facade language of the building with a kit of parts, such as vent panels and handrails, adding texture to the façade.

It is noted that detailing will be well considered to ensure the success of interfaces and the longevity of the proposed external façade treatments.

Landscaping

No changes are proposed to the park or public realm areas associated with this planning permission, save for co-ordination with building entrance locations. All park areas have been delivered since permission was granted and all other public realm areas are to be agreed by way of planning condition.

Sustainability

A primary driver for amending the extant permission relates to sustainability credentials for the development as a whole and the component parts, as well as reflecting the new regulatory environment and more stringent accreditations building designs. Overall, the occupier market has matured since 2019, partially due to COVID-19 health crisis and the needs of modern offices, which has also driven design changes. There are greater opportunities for ecological and landscaping improvements now that Mayfield Park has been delivered, and commercial drivers within the Mayfield Partnership. For example, the building now targets the following sustainability targets, some of which were not fully established or utilised prior to the original submission in 2019:

- ☐ BREEAM – target of “Excellent”
- ☐ WELL Accreditation
- ☐ NABERS – 5.5* Targeted
- ☐ Building Regulations (2023) Standards

Reductions in the upfront embodied carbon of the development are noted to have formed main drivers behind the revised massing.

Sunlight and Daylight Impacts

Notwithstanding the building's massing increasing, there is no material change to the local amenity regarding microclimate effects of daylight, sunlight, and wind. Based on the assessment results, it is considered that the proposed amendments will not change the conclusions of the

2019 ES assessment because the negligible impact on Mayfield Park and Mill Point amenity space will remain negligible as BR209 criteria for sunlight exposure are met for both spaces.

Wind

Regarding wind effects, the results of the 2019 ES presented similar areas of wind acceleration conditions across the masterplan suitable for walking, standing, and sitting. However, compared with the 2019 ES, the new massing presents a setback and a new entrance on the southeast corner of block M. This location shows wind accelerations, and the area is currently unsuitable as an entrance, therefore mitigation is required. The 2019 ES showed three areas of wind acceleration to the northwest of Plot O, in between Plot N and Plot M, and southeast of Plot M. The 2023 ES addendum shows two areas (to the northwest of Plot O and at the southeast corner of plot M). The southeast corner of Plot M (the Republic) shows a small area around 2m by 2m that exceeds safety criteria by 8 hours and therefore requires mitigation. The exact type and location of mitigation will need to be determined in conjunction with the project architects. One mitigation option could be a form of ground level screening around the entrance door to resolve the issue. The mitigation would be secured through a pre-commencement condition.

Based on the suggested mitigation measures, it is considered that the Proposed Development will have no significant residual impacts in relation to wind. Other than the two occurrences above mentioned, no safety exceedances are found within the site boundary and outside the site boundary for Phase 1a applications.

Conclusion

The amended proposals would deliver the vision, objectives and development principles for Mayfield. This would start to establish this new City Centre Neighbourhood.

The amended proposals would continue to contribute to a significant proportion forecast employment growth in sectors with higher than average GVA within the City. They would deliver a significant quantum of new floorspace and associated environmental improvements in a highly sustainable location.

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

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

Conditions

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

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

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

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

(a) Site / Location Plans Dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001200 and 0439-SEW-ZZ-ZZ-DR-A-001001 REV B and Phasing Plan MAY101-WSL-EXT-GIL-DR-7060-0129-S4-01;

(b) Dwgs 1811-BA-XX-00-DR-P-0002 Rev C (Planning, Contextual Ground floor plan, Proposed); 1811-BA-XX-99 DR-A-P-0099 Rev C Basement floor plan; 1811-BA-XX-00-DR-A-P-0100 Rev D Ground floor plan; 1811-BA-XX-01-DR-A-P-0101 Rev B First floor / mezzanine plan; 1811-BA-XX-02-DR-A-P-0102 Rev C Typical floor plan for level 2; 1811-BA-XX-02-DR-A-P-0103 Rev C Typical floor plan for level 3; 1811-BA-XX-02-DR-A-P-0104 Rev C Typical floor plan for level 4; 1811-BA-XX-02-DR-A-P-0105 Rev C Typical floor plan for level 5; 1811-BA-XX-06-DR-A-P-0106 Rev B Sixth floor plan; 1811-BA-XX-06-DR-A-P-0107 Rev B Seventh floor plan; 1811-BA-XX-08-DR A-P-0108 Rev B Eighth floor plan; 1811-BA-XX-09-DR-A-P-0109 Rev B Ninth floor plan; 1811-BA-XX-10-DR-A-P-0110 Rev B Roof plan;

(c) 1811-BA-XX-AA-DR-A-P-0210 Rev C Section proposed; 1811-BA-XX-NN-DR-A-P-0310 Rev B North elevation; 1811-BA-XX-EE-DR-A-P-0320 Rev C East elevation; 1811-BA-XX-SS-DR-A-P-0330 Rev C South elevation; 1811-BA-XX-WW-DR-A-P-0340 Rev C West elevation; 1811-BA-XX-ZZ DR A-P-0410 Rev B Bay Study, Typical type 1a; 1811-BA-XX-ZZ-DR-A-P-0411 Rev B Bay Study, Foyer type 2b; 1811-BA-XX-ZZ-DR-A- P-0440 Rev B Bay Study, Main entrance type

- (d) 0436-SEW-ZZ-ZZ-DR-L-001105 Rev P03 (Baring Street Office No. 1, Landscape General Arrangement) and 0436-SEW-ZZ-ZZ-DR-L-001105 Rev P03 (Site Wide Landscape Context Plan);
- (e) SURFACE WATER DRAINAGE PLAN 1076-03-CE-YY-XX-DR-D-GA-001 Rev 04;
- (f) Recommendations and Targets set out within Buro Happold's Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;
- (g) Mayfield- Baring Street Office 1 issued by JY Waste management and servicing strategy (Waste Only) dated 20-12-19;
- (h) Noise Targets (Offices) within Appendix 6.3 (WSP) Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
- (i) Mitigation Measures in relation to Air Quality as set out in Sections 8.112 to 8.116 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
- (j) Mitigation Measures in relation to Wind as set out in Sections 12.115 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
- (k) Recommendations including mitigation measures within Section 5, as set out within the Buro Happold Flood Risk Assessment; Additional Mitigation Measures detailed within table 17.1 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
- (l) Recommendations within the Crime Impact Assessment Version A dated 04-09-19 (Offices)
- (m) (a) GeoEnvironmental and Geotechnical Desk Study Report prepared by BuroHappold [Reference 035548 dated 10 August 2017, (previously submitted as Appendix 10.2 ES Volume 2)] as superseded by (b) Phase 2 Site Investigation - Proposed Mayfield Park, Manchester prepared by RoC Consulting Ltd [Revision R3 dated December 2020 (Revised 11/03/2021)]; (c) Phase 2 Site Investigation - Freight Island Event Space prepared by RoC Consulting [Revision 0 dated 23/02/2021]; (d) Phase 2 Site Investigation - Plots O & N, Mayfield prepared by RoC Consulting Ltd [Revision R3 dated 18/11/2020]; (e) Water Monitoring Report Analytical report prepared by i2 Analytical Ltd. [Number: 21-62916 Revision 1 dated 23/03/2021]; (f) Phase 3A Remediation Strategy - Mayfield Park prepared by RoC Consulting [Revision R2 dated December 2020 (Revised 16/03/2021)]; (g) Remediation And Enabling Works Validation Report for Mayfield Park, Plots M, N and O, dated November 2021 prepared by E3P
- (n) Explosive Ordnance Threat Assessment and an Explosive Ordnance Threat Mitigation Strategy, prepared by Planit;
- (o) Stage 4 Drainage Strategy prepared by Buro Happold [Rev. P07 dated 1 March 2021] and Deloitte's e-mail dated 04-03-21; as updated and supplemented by (j) Buro Happold Technical Note 20 April 2021 Rev 03 - Information to Support Discharge of Condition 66; and (k) Hydraulic Modelling - Mayfield Park Full Build Out (Technical Note) Rev 02; and (l) Technical Note - Hydraulic Modelling Mayfield Park Design Changes Revision 01 dated 11 February 2022;
- (p) Construction Management Plan - Mayfield Enabling Works (Phase A) prepared by P.P. O'Connor;
- (q) Planning Statement Addendum dated June 2023 prepared by Deloitte Real Estate;
- (r) Mayfield ENERGY STATEMENT and Environmental Standards Statement , Baring Street Office 2 by WSP dated May 23;

(s) Mayfield Baring Street Office 1, Planning Design & Access Statement, June 2023 by Bennett Associates; and

(t) EIA Addendum Volume 1 and Volume 2 prepared by Deloitte Real Estate dated October 2021, EIA Statement of Compliance dated June 2023.

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

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

Samples and specifications of all materials to be used on all external elevations and drawings to illustrate details of full sized sample panels that will be produced. The panel to be produced shall include jointing and fixing details between all component materials and any component panels, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management. This process shall include for reviewing the extent and design of the louvred panels on each building to minimise the amount and provide an architecturally appropriate louvre in line with Deloitte's e-mail dated 11-09-23.; and

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

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

4) The development hereby approved shall be carried out fully in accordance with the following information discharged under application ref no CDN/22/0776:

(a) Geoenvironmental and Geotechnical Desk Study, Mayfield Regeneration, Buro Happold, Ref: 035548, Dated 10 August 2017.

Phase 2 Site Investigation Plot M, ROC, Dated 9 December 2019

Phase 3a Remediation Strategy, Plots O M and N RoC Ref: RoCP Ltd / ES / 4153-ROC-XX-XX-RP-ES-P3RS1, Dated: 17 December 2020

Validation Report (Remediation and Enabling Works Validation) Mayfield Parks and Plots M, N and O, EP3, Reference: 14-575-R1-Rev 1, Dated: November 2021

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

(c) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a

report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

5) The enabling phase of the development shall be carried in accordance with Construction Management Plan (Enabling Works) (dated September 2020) relating to Site Remediation prepared by P. P. O'Connor. Prior to the commencement of above ground works, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with the Environment Agency which for the avoidance of doubt should include;

- * Display of an emergency contact number;
- * Details of Wheel Washing;
- * Dust suppression measures;
- * Compound locations where relevant;
- * Location, removal and recycling of waste;
- * Routing strategy and swept path analysis;
- * Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- * Parking of construction vehicles and staff; and
- * Sheeting over of construction vehicles.

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

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

6) The development, hereby approved, shall be carried out fully in accordance with the WSI prepared by Salford Archaeology and two plans showing the proposed locations of the archaeological evaluation trenches (Written Scheme of Investigation (WSI) (dated September 2020) and an Archaeological Excavation Report (Draft) (dated July 2021) prepared by Salford Archaeology) discharged under CDN/22/0776 and the Mayfield Archaeology Dissemination and Interpretation Scheme dated 08 March 2022

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

GMAAS will monitor the conditioned fieldwork and the production of the final report on behalf of Manchester City Council.

7) The development, hereby approved, shall be carried out fully in accordance with the following:
(a) GeoEnvironmental and Geotechnical Desk Study Report prepared by BuroHappold, [Reference 035548 dated 10 August 2017 (previously submitted as Appendix 10.2 ES Volume 2];
(b) Phase 2 Site Investigation - Proposed Mayfield Park, Manchester prepared by RoC Consulting

[Revision R3 dated December 2020 (Revised 11/03/2021)]; (c) Phase 2 Site Investigation (Freight Island Event Space - Phase X) prepared by RoC Consulting [Revision 0 dated 23/02/2021]; (d) Phase 2 Site Investigation (Plots O & N, Mayfield) prepared by RoC Consulting [Revision R3 and 18/11/2020]; and (e) Water Monitoring Report Mayfield Depot Analytical report prepared by i2 Analytica [Number: 21-62916, Issue No: 1. I Ltd. 23/03/2021]; and (f) Phase 3A Remediation Strategy, Mayfield Park prepared by ROC Consulting [Revision R2 dated 16/03/2021]; discharged under CDN/20/0690 on 28 May 2021; and (g) Well Investigation and Treatment Technical Note, Buro Happold, 3 February 2022, identifying and evaluating all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site and identifying risks that merit further investigation in order to set out details that are required to remediate the land.

Reason

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

8) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

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

Reason

For the future protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy.

10) 16) Notwithstanding the details as set out within condition 2, the development of all phases, excluding Phase X, hereby approved shall be carried out in accordance with Stage 4 Drainage Strategy, Mayfield Park [Rev P07 prepared by Buro Happold dated 01 March 2021], Well Investigation and Treatment Technical Note (dated 03 February 2022) and Deloitte's e-mail dated 04-03-21 to ensure that surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards, as approved in writing by the Local Planning Authority under CDN/20/0691.

Drainage details for phase X, including use of SuDs, reduction in surface water run off rate by at least 50%, evidence the drainage system is design to avoid flooding in a 1 in 100 year rainfall

event, overland flow routes for extreme events and construction details should be submitted and approved by the Local Planning Authority in writing prior to commencement of that phase of development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

12) The development hereby approved shall be carried out in accordance with the Local Economic and Social Benefit Strategy for Mayfield (Construction Phase) prepared by Deloitte dated 26 January 2022. This includes a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.

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

Reason: Pursuant to Core Strategy Policies SP1, DM1, CC1, CC8, CC10, EN1, EN4, EN6, EN8 and EC1

13) Prior to the commencement of above ground works a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the in line with the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019 Mayfield Sustainability Statement (Phase 1A) (27.09.2019)

The performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

14) Condition 14 (Local Benefit Strategy)-Prior to commencement of above ground works development a Local Economic and Social Benefit Strategy for Mayfield (Construction Phase) shall be submitted and agreed in writing by Manchester City Council. This will include a

requirement to report back to the City quarterly during the construction phase on outputs and outcomes.

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

15) The development hereby approved shall be carried out in accordance with the Baring Street Office 1 Mayfield, Manchester, Sustainability Energy Strategy prepared by Hoare Lea dated May 2023. A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

16) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

- (a) the offices; and
- (b) each commercial unit;

to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required 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 above noise criteria has 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.

The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

17) Before above ground works commence a scheme for acoustically insulating the Class E (g)(i) (Office Use) against noise from adjacent roads and any noise transfer from the ground floor commercial uses to the offices above shall be submitted to and approved in writing by the City Council as local planning authority

The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required 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 above noise criteria has 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 - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

18) The ground floor and basement commercial units as shown in drawings 0439-SEW-ZZ-00-DR-A-001100 REV P3 and 0439-SEW-ZZ-B1-DR-A-001099 REV P3 shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme 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 for the City of Manchester.

19) Before each ground floor / basement use hereby approved commences, details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall not be operated outside the hours approved in discharge of this condition.

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

20) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within each of the commercial units as shown on dwgs drawings 0439-SEW-ZZ-00-DR-A-001100 REV P3 and 0439-SEW-ZZ-B1-DR-A-001099 REV P3 shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

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

21) Prior to implementation of any proposed lighting scheme details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the

amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

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

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

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

23) Prior to commencement of development, other than below ground piling, a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8)) and DM1

24) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

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

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

25) Prior to occupation of the development a servicing strategy for the building shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

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

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

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

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

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

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

28) The development shall be carried out in accordance with the Crime Impact Assessment Version A dated 25-09-19;. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

29) The development hereby approved shall be carried out in accordance with Appendix 7.2 Framework Travel Plan within the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate.

In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
- vii) details of cycle parking within the public realm

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

30) Prior to the commencement of above ground works a programmes for submission of final details of the public realm works and highway works as shown in dwg numbered 0368-SEW-ZZ-00-DR-L-001100 Rev P01 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Final details of the any required wind mitigation measures as set out in the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(b) Details of (a) all hard (to include use of natural stone or other high quality materials) landscaping including to Baring Street;

(c) Details of all soft landscaping works, (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit;

(d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and bricks and bird boxes;

(f) Location and design of all street furniture including seating, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(g) Lighting around the site;

(h) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and

(i) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of motor cycle parking; provision of clear routes to ensure unrestricted access for all;

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. Any wind mitigation shall be in place prior to occupation / use of the affected areas commencing.

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

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

31) Prior to occupation of any of the commercial units details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

32) The commercial units as shown on drawings 0439-SEW-ZZ-00-DR-A-001100 REV P3 and 0439-SEW-ZZ-B1-DR-A-001099 REV P3 shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

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

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

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

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

35) The commercial units, as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV D and 1811-BA-XX-99-DR-A-P-0099 REV C can be occupied as Class E (excluding Class E (d)), Sui Generis Use (p and q) or Class F1 Use. The first use of each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

36) In the event that any of the commercial units, as indicated on drawings 0439-SEW-ZZ-00-DR-A-001100 REV P3 and 0439-SEW-ZZ-B1-DR-A-001099 REV P3 are occupied as a Class E (b) Use or Sui Generis Use (p) or (q) prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

These details are as follows:

Management of patrons and control of external areas. For the avoidance of doubt this shall include:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential and hotel occupiers as, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

37) Before the building is first brought into use details of a Management Strategy for the building including details of on site management and security shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of public safety and pursuant to policies DM1 and SP1 of the Core Strategy

38) The risk of UXB on the site shall be managed in accordance with the following:

Explosive Ordnance Threat Assessment (dated July 2017) with implementation in accordance with the Explosive Ordnance Threat Mitigation Strategy (dated September 2020) prepared by Planit.

If, at any time during development, high risk UXO not previously identified is encountered / found to be present, no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

39) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity and solar glare pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

40) The amenity space and roof terrace at levels 8 and 9 hereby approved shall be used as ancillary facilities for office users or visitors to the office facilities and shall not be accessible or useable by the general public.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

41) The offices hereby approved shall be used only as offices to carry out any operational or administrative functions as set out under part (g)(i) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

42) No doors (other than those designated as fire exits, access to the sub station and ground floor bin store shown on plan drawings 0439-SEW-ZZ-00-DR-A-001100 REV P3 and 0439-SEW-ZZ-B1-DR-A-001099 REV P3 shall open outwards onto adjacent public highway.

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

43) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification):

The ground floor and basement commercial units of the development hereby approved shall only be used for Use Classes E a, b, c, e, f, g and / or Use Class Sui Generis (p) and (q)) (excluding convenience retail)

Reason - In the interest of protecting the amenity of the office users above pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012).

44) Before the operation of each ground floor / basement commercial unit within:

Class E (excluding Class E (d) and (g)(i))
Sui Generis Use (p and q) or
Class F1 Use

commences , details of how each unit will be acoustically insulated and treated to limit the break out of noise to adjacent noise receptors shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment.

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, respectively. The scheme proposed may need to include different measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels.

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

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

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Work & Skills Team
Natural England
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Planning Casework Unit

Flat 29, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 45, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 17, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 3, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 19, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 2, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 31, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 48, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 14, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 41, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 30, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 6, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 15, Mill Point, 29 Berry Street, Manchester, M1 2AR
LOOMIS UK LIMITED, Securitas Uk Ltd, Union Street, Ardwick, Manchester, M12 4JD
Unit 1, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG

1F Lockton Close, Manchester, M1 7JG
First Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
31 Brydon Avenue, Manchester, M12 6DQ
9 - 19 Ardwick Green North, Manchester, M12 6FZ
The St Thomas Centre, Niven Street, Manchester, M12 6PQ
Units 5 To 8, Downing Street Industrial Estate, Charlton Place, Manchester, M12 6HH
Macdonald Manchester Hotel, 91 London Road, Manchester, M1 2PG
1E Lockton Close, Manchester, M1 7JG
86 Brydon Avenue, Manchester, M12 6JA
Flat 1, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
Flat 5, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
Caretakers Flat, Territorial Army Centre, Ardwick Green North, Manchester, M12 6HD
25 Manor Street, Manchester, M12 6HE
First Floor, 27 Ardwick Green North, Manchester, M12 6FZ
Second Floor, 27 Ardwick Green North, Manchester, M12 6FZ
Graphite House, Paddock Street, Manchester, M12 6HT
25 Billing Avenue, Manchester, M12 6EZ
27 Billing Avenue, Manchester, M12 6EZ
45 Brydon Avenue, Manchester, M12 6DQ
47 Brydon Avenue, Manchester, M12 6DQ
49 Brydon Avenue, Manchester, M12 6DQ
Flat 130, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 149, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 133, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Projekts MCR Ltd, Skateboard Park, 97 London Road, Manchester, M1 2PG
Flat 26, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
1 - 3 Ardwick Green North, Manchester, M12 6ZZ
Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
Unit 2, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
Unit 47, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 24, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 16, Progress Centre, Charlton Place, Manchester, M12 6HS
First Floor, 17 - 19 Manor Street, Manchester, M12 6HE
Units 32 And 33, Progress Centre, Charlton Place, Manchester, M12 6HS
33 Cotter Street, Manchester, M12 6EY
35 Paddock Street, Manchester, M12 6HT
13 Billing Avenue, Manchester, M12 6EZ
1 Billing Avenue, Manchester, M12 6EZ
Flat 2, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 5, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
12 Billing Avenue, Manchester, M12 6EZ
10 Billing Avenue, Manchester, M12 6EZ
80 Brydon Avenue, Manchester, M12 6JA
83 Brydon Avenue, Manchester, M12 6JA
Unit 2, Manor Street, Manchester, M12 6HE
11 Lockton Close, Manchester, M1 7JG
15 Lockton Close, Manchester, M1 7JG
Flat 140, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 142, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Arch 106, Temperance Street, Manchester, M12 6HR
29A Ardwick Green North, Manchester, M12 6DL
Units 1 To 3, Downing Street Industrial Estate, Charlton Place, Manchester, M12 6HH
Flat 11, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 15, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD

Unit 8, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
Flat 141, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 126, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
1 Lockton Close, Manchester, M1 7JG
Flat 42, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 96, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 107, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 104, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 108, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 118, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 76, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 45, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 59, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 86, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 117, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 16, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 32, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 81, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 77, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 64, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 55, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 111, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 106, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 16, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 43, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 217, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 215, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 144, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 8, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 25, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Arch 7, Temperance Street, Manchester, M12 6HR
31 Ardwick Green North, Manchester, M12 6HE
Basement, 27 Ardwick Green North, Manchester, M12 6FZ
Second Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
Army Reserve Centre, Ardwick Green North, Manchester, M12 6HD
Flat 204, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Arch 93, Temperance Street, Manchester, M12 6HU
Unit 5A, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
Ferranti Building, Sackville Street, Manchester, M60 1QD
Unit 15, Progress Centre, Charlton Place, Manchester, M12 6HS
Tanzaro House Block D First Floor Rear, The Mews, Charlton Place, Manchester, M12 6HS
29 Ardwick Green North, Manchester, M12 6DL
Ground Floor, 27 Ardwick Green North, Manchester, M12 6FZ
78 Cotter Street, Manchester, M12 6EY
64 Cotter Street, Manchester, M12 6EY
92 Cotter Street, Manchester, M12 6HQ
88 Cotter Street, Manchester, M12 6HQ
29 Paddock Street, Manchester, M12 6HT
21 Thirsk Street, Manchester, M12 6FW
Flat 1, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 6, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
16 Billing Avenue, Manchester, M12 6EZ
14 Billing Avenue, Manchester, M12 6EZ

79 Brydon Avenue, Manchester, M12 6JA
Unit 1C, Manor Street, Manchester, M12 6HE
Unit 1A, Manor Street, Manchester, M12 6HE
Apartment 5, 55 - 57 Ardwick Green North, Manchester, M12 6ER
Apartment 4, 55 - 57 Ardwick Green North, Manchester, M12 6ER
Flat 52, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 54, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 28, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 21, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 8, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 34, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 10, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 18, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 36, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 26, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 4, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 7, Mill Point, 29 Berry Street, Manchester, M1 2AR
37 Lockton Close, Manchester, M1 7JG
Flat 54, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 82, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 57, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 75, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 101, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 131, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 88, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 60, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 55, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 38, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 135, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 44, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 21, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 17, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 31, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 68, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
35 Lockton Close, Manchester, M1 7JG
Flat 61, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 87, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 65, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 115, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 118, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 92, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 37, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 49, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 12, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 12, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 206, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 214, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Unit 38, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 11, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 9, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 46, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 35, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 42, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 44, Progress Centre, Charlton Place, Manchester, M12 6HS

70 Cotter Street, Manchester, M12 6EY
Unit 7, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
94 Cotter Street, Manchester, M12 6HQ
90 Cotter Street, Manchester, M12 6HQ
39 Cotter Street, Manchester, M12 6EY
37 Cotter Street, Manchester, M12 6EY
27 Paddock Street, Manchester, M12 6HT
Flat 23, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 46, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 35, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 154, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 13, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 5, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Arch 105, Temperance Street, Manchester, M12 6HR
GRUB, Arches 5 And 6, Temperance Street, Manchester, M12 6HR
27 Ardwick Green North, Manchester, M12 6DL
Unit 18, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 48, Progress Centre, Charlton Place, Manchester, M12 6HS
Ground Floor, 17 - 19 Manor Street, Manchester, M12 6HE
58 Cotter Street, Manchester, M12 6EY
Flat 1, 1 Durling Street, Manchester, M12 6FS
Flat 1, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 4, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
Flat 2, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
82 Brydon Avenue, Manchester, M12 6JA
15 Billing Avenue, Manchester, M12 6EZ
Flat 136, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
29 Lockton Close, Manchester, M1 7JG
Flat 1, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 122, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 110, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 46, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 34, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 61, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 66, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 30, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 71, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
43 Lockton Close, Manchester, M1 7JG
1C Lockton Close, Manchester, M1 7JG
Flat 51, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 68, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 57, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 74, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 84, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 75, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 110, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 120, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 119, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 112, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 96, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 103, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 94, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 100, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 9, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 150, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 155, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 143, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Arch 108, Temperance Street, Manchester, M12 6HR
17 Billing Avenue, Manchester, M12 6EZ
Unit 2F, 1 Charlton Place, Manchester, M12 6HS
Unit 2C, 1 Charlton Place, Manchester, M12 6HS
Vehicle Repair Workshop Junction Back Downing Street, Braley Street, Manchester, M12 1ZZ
Ground Floor, 48 Cakebread Street, Manchester, M12 6HF
Star And Garter, 18 - 20 Fairfield Street, Manchester, M1 2QF
Flat 220, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 207, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Unit 4, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
Flat 24, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 27, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 212, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 205, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 222, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 7, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 6, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 18, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 20, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 14, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Arch 103, Temperance Street, Manchester, M12 6HR
Arch 8, Temperance Street, Manchester, M12 6HR
104 Temperance Street, Manchester, M12 6HR
Top Flat, 27 Manor Street, Manchester, M12 6HE
Unit 19, Progress Centre, Charlton Place, Manchester, M12 6HS
Flat 210, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 208, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Block A Second Floor Front, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6JU
Flat 2, 1 Durling Street, Manchester, M12 6FS
Flat 3, 1 Durling Street, Manchester, M12 6FS
Unit 6, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
Tanzaro House, Ardwick Green North, Manchester, M12 6HS
48 Cakebread Street, Manchester, M12 6HF
Flat 92, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 77, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 119, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 128, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 85, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Unit 4, Downing Street Industrial Estate, Charlton Place, Manchester, M12 6HH
Downing Street Industrial Estate, Charlton Place, Manchester, M12 6HH
Flat 148, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 24, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 23, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Second Floor, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
65 - 69 Downing Street, Manchester, M1 7JE
Unit 14, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 25, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 36, Progress Centre, Charlton Place, Manchester, M12 6HS
1G Lockton Close, Manchester, M1 7JG

1 Clare Street, Manchester, M1 7AL
35 Cotter Street, Manchester, M12 6EY
31 Cotter Street, Manchester, M12 6EY
Unit 3, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
52 Cotter Street, Manchester, M12 6EY
60 Cotter Street, Manchester, M12 6EY
31 Paddock Street, Manchester, M12 6HT
56 Cotter Street, Manchester, M12 6EY
37 Paddock Street, Manchester, M12 6HT
55 - 57 Ardwick Green North, Manchester, M12 6ER
Flat 3, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
First Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6JH
5 Lockton Close, Manchester, M1 7JG
7 Lockton Close, Manchester, M1 7JG
31 Lockton Close, Manchester, M1 7JG
33 Lockton Close, Manchester, M1 7JG
Flat 153, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 124, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 121, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 100, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 58, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 52, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 51, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 36, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 83, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 69, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
3 Lockton Close, Manchester, M1 7JG
Star Suite Next Unit 1, Manor Street, Manchester, M12 6HE
Flat 4, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 19, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 3, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Ground Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6HS
Basement To First Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6FZ
Margaret House, 23 Manor Street, Manchester, M12 6HE
92 Temperance Street, Manchester, M12 6HU
Mayfield Storage And Distribution, Temperance Street, Manchester, M12 6HW
Mathematics And Social Sciences Building, Sackville Street, Manchester, M60 1QD
Arch 100, Temperance Street, Manchester, M12 6HU
Unit 2E, 1 Charlton Place, Manchester, M12 6HS
1D Lockton Close, Manchester, M1 7JG
3 Clare Street, Manchester, M1 7AL
Flat 202, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 201, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Mayfield Storage, Fairfield Street, Manchester, M1 2QF
27 Manor Street, Manchester, M12 6HE
Unit 26, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 39, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 20, Progress Centre, Charlton Place, Manchester, M12 6HS
Circuit PM, Unit 31, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 43, Progress Centre, Charlton Place, Manchester, M12 6HS
Flat 221, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 213, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 203, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Arch 95, Temperance Street, Manchester, M12 6HU

Units 27-30, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 13, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 10, Progress Centre, Charlton Place, Manchester, M12 6HS
Cake Bread Cafe, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 5, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 34, Progress Centre, Charlton Place, Manchester, M12 6HS
39 Paddock Street, Manchester, M12 6HT
17 Manor Street, Manchester, M12 6HE
37 Brydon Avenue, Manchester, M12 6DQ
5 Billing Avenue, Manchester, M12 6EZ
50 Cotter Street, Manchester, M12 6EY
Flat 2, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
18 Billing Avenue, Manchester, M12 6EZ
81 Brydon Avenue, Manchester, M12 6JA
72 Cotter Street, Manchester, M12 6EY
80 Cotter Street, Manchester, M12 6EY
Arch 94, Temperance Street, Manchester, M12 6HU
Unit 5B Store, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
39 Lockton Close, Manchester, M1 7JG
41 Lockton Close, Manchester, M1 7JG
17 Lockton Close, Manchester, M1 7JG
Flat 2, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 78, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 40, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 138, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Unit 50, Progress Centre, Charlton Place, Manchester, M12 6HS
1 Charlton Place, Manchester, M12 6HS
Unit 41, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 23, Progress Centre, Charlton Place, Manchester, M12 6HS
66 Cotter Street, Manchester, M12 6EY
62 Cotter Street, Manchester, M12 6EY
68 Cotter Street, Manchester, M12 6EY
74 Cotter Street, Manchester, M12 6EY
St Thomas Parish Rooms, Randerson Street, Manchester, M12 6FY
Seventy7, The Old School House, Thirsk Street, Manchester, M12 6FW
25 Paddock Street, Manchester, M12 6HT
33 Brydon Avenue, Manchester, M12 6DQ
35 Brydon Avenue, Manchester, M12 6DQ
11 Billing Avenue, Manchester, M12 6EZ
9 Billing Avenue, Manchester, M12 6EZ
96 Cotter Street, Manchester, M12 6HQ
3 Billing Avenue, Manchester, M12 6EZ
Flat 6, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 3, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 4, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 4, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 5, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 6, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
6 Billing Avenue, Manchester, M12 6EZ
39 Brydon Avenue, Manchester, M12 6DQ
76 Cotter Street, Manchester, M12 6EY
86 Cotter Street, Manchester, M12 6HQ
43 Brydon Avenue, Manchester, M12 6DQ
20 Billing Avenue, Manchester, M12 6EZ

8 Billing Avenue, Manchester, M12 6EZ
4 Billing Avenue, Manchester, M12 6EZ
2 Billing Avenue, Manchester, M12 6EZ
85 Brydon Avenue, Manchester, M12 6JA
84 Brydon Avenue, Manchester, M12 6JA
Unit 5B, Hoyle Street Industrial Estate, Hoyle Street, Manchester, M12 6HG
Unit 1B, Manor Street, Manchester, M12 6HE
Unit 8, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 3, Progress Centre, Charlton Place, Manchester, M12 6HS
Flat 102, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 111, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 67, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 105, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 74, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 70, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 84, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 145, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 151, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 147, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 137, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 65, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 72, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 125, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 48, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 146, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 123, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 90, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 114, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 50, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 106, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 89, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 37, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 79, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 56, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 98, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 33, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 53, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 91, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 28, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 112, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
13 Lockton Close, Manchester, M1 7JG
Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 76, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 70, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 81, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 116, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 107, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 98, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 95, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 39, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 11, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 47, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 134, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 93, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG

Flat 49, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 116, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 22, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 62, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 41, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 103, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 27, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 43, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 109, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 39, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 80, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
1A Lockton Close, Manchester, M1 7JG
1B Lockton Close, Manchester, M1 7JG
Flat 62, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 63, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 69, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 67, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 79, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 85, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 123, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 102, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 86, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 88, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 72, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 121, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 117, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 113, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 114, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 104, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 93, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 78, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 90, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 99, Mill Point, 29 Berry Street, Manchester, M1 2AR
Unit 17, Progress Centre, Charlton Place, Manchester, M12 6HS
Apartment 3, 55 - 57 Ardwick Green North, Manchester, M12 6ER
Flat 42, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 32, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 33, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 1, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 40, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 47, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 22, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 9, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 50, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 25, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 5, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 44, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 38, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 10, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Arch 107, Temperance Street, Manchester, M12 6HR
Rear Ground Floor, 27 Ardwick Green North, Manchester, M12 6FZ
Ground Floor, 27 Manor Street, Manchester, M12 6HE
Block A Second Floor Rear, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6JU
Unit 49, Progress Centre, Charlton Place, Manchester, M12 6HS

Unit 2B, 1 Charlton Place, Manchester, M12 6HS
Unit 2D, 1 Charlton Place, Manchester, M12 6HS
Unit 2A, 1 Charlton Place, Manchester, M12 6HS
Flat Above, Star And Garter, 18 - 20 Fairfield Street, Manchester, M1 2QF
Flat 216, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 211, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Unit 37, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 12, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 6, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 40, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 21, Progress Centre, Charlton Place, Manchester, M12 6HS
Tanzaro House Block D First Floor Front, The Mews, Charlton Place, Manchester, M12 6HS
Victoria House, 21 Manor Street, Manchester, M12 6HE
Block D Second Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6HS
Flat 219, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 200, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 209, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Unit 45, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 22, Progress Centre, Charlton Place, Manchester, M12 6HS
54 Cotter Street, Manchester, M12 6EY
41 Paddock Street, Manchester, M12 6HT
33 Paddock Street, Manchester, M12 6HT
41 Brydon Avenue, Manchester, M12 6DQ
7 Billing Avenue, Manchester, M12 6EZ
Flat 3, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Apartment 1, 55 - 57 Ardwick Green North, Manchester, M12 6ER
9 Lockton Close, Manchester, M1 7JG
27 Lockton Close, Manchester, M1 7JG
Flat 120, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 94, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 115, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 152, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 129, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 132, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 139, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 73, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 64, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 63, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 113, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 87, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 127, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 95, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 99, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 29, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 35, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 82, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 59, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 60, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 83, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 56, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 80, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 122, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 109, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 97, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 91, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 101, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 89, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 108, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 105, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 20, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 218, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Apartment 2, 55 - 57 Ardwick Green North, Manchester, M12 6ER
Flat 97, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 53, Mill Point, 29 Berry Street, Manchester, M1 2AR

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M