

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136492/FO/2023

Date registered valid: 6 April 2023

Proposal: Erection of new educational facility (Use Class F1(a)) with associated amenity space, servicing, accessible parking bays, cycle storage and other works.

Address: Land Off Great Ducie Street, Manchester

Ward(s): Cheetham Ward

Applicant: The LTE Group

Agent (if any): Ed Harvey Avison Young

Case officer: Jennifer
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Recommendation: Approve

Date of recommendation:

Application details

Type of application: Full Application Consent

Development type: Public Service Infrastructure Dev

Date of site visit:

Standard consultations:

Printed: 19 May 2023 Expired: 19 May 2023

Neighbour notifications

Printed: 12 April 2023 Expired: 3 May 2023

Site notice

Posted: Expired:

Press advert

Published: 18 April 2023 Expired: 9 May 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is located in the area of Strangeways, north of Manchester City Centre, next to the Manchester Arena and Victoria Station. The site measures approximately 0.3 hectares (0.71 acres) and is located on the edge of the City Centre boundary.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The surrounding area contains a mixture of light industrial buildings, warehouses and surface level car parks. There is a Travelodge hotel to the north of the site and a residential development to the south west. The Manchester Arena is opposite the site on New Bridge Street. Strangeways Prison is to the north east. The site is part of the Boddingtons Strategic Regeneration Framework. Victoria Station is directly opposite the site providing access to trains, trams and bus services across Manchester and beyond.

Description of development

Erection of new educational facility (Use Class F1(a)) with associated amenity space, servicing, accessible parking bays, cycle storage and other works.

Planning History

124995/FO/2019: Erection of a five storey educational building (18495 sqm) (Use Class D1) with associated access, servicing, landscaping, public realm and other associated works following removal of existing car park

Consultations & Notification Responses

Publicity the application has been advertised as a major development by way as a site and press notice. Letter have also been sent to local residents and businesses to notify them of the proposal.

Highway Services

Environmental Health advise that conditions relating to noise, waste management, deliveries, construction management should be applied to the planning permission.

Flood Risk Management Team advise that a drainage scheme should produced including management plan.

Works and Skills Team advise that a local benefit proposal should be agreed for the construction element of the development.

Greater Manchester Archaeological Advisory Service (GMAAS) advise that the site was subject to a programme of intrusive archaeological investigation in February 2022. This demonstrated that this part of the former brewery site had sustained considerable development works in the 20th century, which largely removed any remains of archaeological significance that may have originally been there. The delivery of the proposed new educational facility would not have any impact on archaeological remains and no further consideration of archaeological matters is warranted in this instance.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a strategic site within the Boddingtons Brewery SRF. The proposal would provide a state of the art educational building adjacent to other commercial and residential developments and public transport. The development would support economic growth and job creation by offering a high quality educational building within a highly sustainable location.

SO2. Economy – High quality educational accommodation in a sustainable location such as this, would support the economic growth of the city. The development would support local employment during the construction phases as well as offering the most up to date facilities as part of the overall educational offer.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. Roof gardens would have air quality, biodiversity and drainage benefits. The development is supported by a robust travel plan and 112 cycle spaces and no on site car parking other than six disabled spaces (plus to additional flexible disabled bays).

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on economic growth and education provision in a highly sustainable location. The design and appearance of the building would provide a high quality addition to the street scene and provide social and arts space for students and the general public.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The proposal would provide a modern education building close to all forms of sustainable transport.

Policy CC5 Transport – The site is highly sustainable next to Manchester Victoria Train station where students and staff will have access to rail, tram and bus services. Over 112 secure cycle spaces are proposed to support alternative forms of travel which will be encouraged through a travel plan.

Policy CC8 Change and Renewal – The proposal would provide a high quality educational facility on a previously developed city centre site. The proposal would support economic growth as well as social and environmental objectives.

Policy CC9 Design and Heritage – The proposal provides a high quality building on a strategic city centre site.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of the former Boddingtons Brewery site and have six accessible car parking spaces. All internal and external spaces would be fully accessible.

Policy T1 ‘Sustainable Transport’ - The site has access to a range of public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrates that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy EC1 Employment and economic growth in Manchester – The proposal would provide educational floor space specialising in the creative arts. The social and theatre accommodation would be in a sustainable location.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

Policy EN3 'Heritage' - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

EN4 'Reducing CO₂ emissions by enabling low and zero carbon development' –The building fabric would be energy efficient. It would have no car parking apart from six bays for disabled people and a travel plan and cycle provision. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' - The building would be energy efficient and travel planning would promote sustainable travel patterns.

Policy EN6 'Target framework for CO₂ reductions from low or zero carbon energy supplies' - The buildings functions would reduce overall energy demands. The building fabric is high quality and energy costs should remain low. Renewable energy would ensure sustainable energy is used.

Policy EN9 'Green Infrastructure' – The green infrastructure would provide biodiversity improvements as well as new habitats through roof gardens, street trees and external spaces. .

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed and be in line with the sequential approach, and mitigation as a result of the sites location in flood zone two.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the planting proposed would represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' The proposal would replace an existing car park and would not compromise air quality. There is limited car parking with the use and scheme has been designed to protect users inside the building from local air quality.

Policy EN17 'Water Quality' - The proposal includes water saving measures and would minimise surface water runoff.

Policy EN18, 'Contaminated Land' – The ground conditions are not complex and can be adequately dealt with.

EN19 'Waste' – Recycling principles are incorporated in the waste management strategy.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

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:

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy DC18 Conservation Areas – It is considered that the proposal would maintain the character and appearance of the adjacent conservation area. This is discussed in more detail later in the report.

Saved policy DC19 ‘Listed Buildings’ - The proposal would not affect the setting of nearby listed buildings or conservation areas.

Saved policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site.

Saved policy E3.3- The proposal will provide a high quality building along New Bridge Street and would enhance the appearance of this main radial route.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;
- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to

another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

– Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

– Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, 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 throughout the city. Businesses will be investing in areas with a 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
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.

Former Boddingtons Brewery Site Strategic Regeneration Framework (SRF) (2015)

The SRF was adopted by the City Council's Executive Committee in November 2015. The documents purpose is to provide a framework to guide future investment in the area which it envisages will be through the delivery of a mix of commercial and residential uses. The application site forms the western part of the area identified within the SRF.

An addendum to the SRF was adopted in 2019 in order to reflect the desire of the applicant to develop a new city centre campus at the site. The addendum report states:

“This addendum addresses the opportunity that has arisen for the Manchester College to build its new city centre campus on the site. It promotes educational use on the western part of the

site, principally to form a new city centre campus for The Manchester College – the largest provider of further education and vocational training in Greater Manchester as well as significant provider of education. The campus forms a critical part of the college’s estate strategy and will make an essential contribution to the delivery of the skills strategy for the city and city region. The college took legal ownership of the majority of the western part of the site in February 2019”

Great Ducie Street Strategic Regeneration Framework (SRF) (2018)

The Great Ducie Street SRF wraps around the former Boddingtons Brewery SRF. The focus of this SRF is on the surrounding area but underpins the same principles regarding the regeneration of the area into a new, mixed use neighbourhood. The SRF advocates the opportunity to facilitate greater synergies between existing businesses in the framework area and emerging development. The vision is to develop a strong sense of place and community, which reflects the principles of the Boddingtons SRF, to deliver residential accommodation balanced by non-residential uses. The vision also sets out that development should significantly increase the density within this area to something that is commensurate to the scale of development within the city centre.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council’s Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to *“shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England”*.

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

National Planning Policy Framework

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The Boddingtons Strategic Regeneration Framework includes a city centre college campus and residential and commercial development. This is consistent with policies SP1 and EC1 of the Core Strategy which seeks to ensure that high quality and accessible educational facilities are provided in the city centre which is essential to developing the skills for the future workforce and therefore the economic growth of the city and wider region.

Planning permission has been granted for a residential and commercial development and public realm and this college would develop a key plot in the SRF area.

Manchester City Centre is the primary economic driver in the City Region. It is essential for the City Centre to continue to support educational facilities in highly sustainable locations. This emphasis on supporting education uses is outlined in section 8 of the NPPF which requires Local planning authorities should take a proactive, positive and collaborative approach to meeting educational requirements.

The facility would significantly increase the scale and quality of learning provision in the region,. This would help support economic growth in the city and regional centre and help deliver the skills required for a future workforce which would support economic and employment growth.

The site is directly opposite Victoria train and tram station which makes it highly sustainable and suitable for educational and would be within walking distance of amenities in the heart of the city centre.

The proposal would create construction jobs during the build period and indirect jobs throughout the supply chain. There would be opportunities for local people to access employment during the construction period which would be secured by a local labour agreement.

The college and spending from students would have a positive impact on local businesses in terms of retail, food service and transport which will bring additional spending onto the local area. The additional spending would bring jobs and revenue to the local area.

The socio economic benefits of the scheme have been considered as part of the Environmental Statement. This concludes that the impact of the development would be positive and the proposal would allow the future work force to gain the skills and education required to support economic growth in the city.

The investment made in delivering this next phase of the former Boddingtons SRF would help to unlock the wider SRF and continue the success, economic growth and job creation in this part of the city centre.

The proposal would be of the highest quality design, be energy efficient and provide further investment in the public realm which would create pedestrian routes and improve connectivity to the city centre and future development around the area.

The development would therefore be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC6, CC7, CC8, CC9, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Impact of the historic environment and cultural heritage

The site is not within a Conservation Area but there are a number of Listed Buildings in close proximity that could be affected by the development.

The urban grain around the site is a mixture of low quality surface level car parks and cleared sites, plus large scale buildings such as the Manchester Arena and other residential and commercial city centre buildings.

The most notable nearby listed building are the Tower of HMP Manchester, main prison block and gatehouse, all of which are grade II, approximately 320 metres from the site and the Manchester Parcel Post Office (grade II) which is approximately 100 metres. Victoria Train

station (grade II) is in close proximity but is separated and screened from the site by Manchester Arena.

There are other structures close to the site including: Cathedral Church of St Mary (Grade I), Cheetham Hospital (Grade I), Roman Catholic Church of St Chad (grade II), Former Synagogue (grade II), Former corn exchange (grade II), detached block of school room (grade II), Fragment of Hydes Cross (grade II), South east wing of Cheethams Hospital (grade II), North Bridge (grade II), Middle Bridge (grade II) and Stephenson Bridge (grade II). However, the distances and urban grain ensure that development would not have a material impact on these assets. The site is close to the Cathedral and Shudehill Conservation Areas which are 170 metres and 320 metres south east of the site respectively.

Given the overall scale of the proposal at 5 storeys, and the distances between the listed buildings and conservation areas and the site, the townscape and visual impact assessment has confirmed that there would be no material impact on the setting of these designated assets.

The proposal would improve the local environment by removing a surface car park site along a major road route in the city centre. The proposal provides an opportunity to enhance the street scene with a building of architectural quality along the inner ring road and Great Ducie Street. This would bring activity and vitality to the local area and improve the local context including the setting of nearby heritage assets.

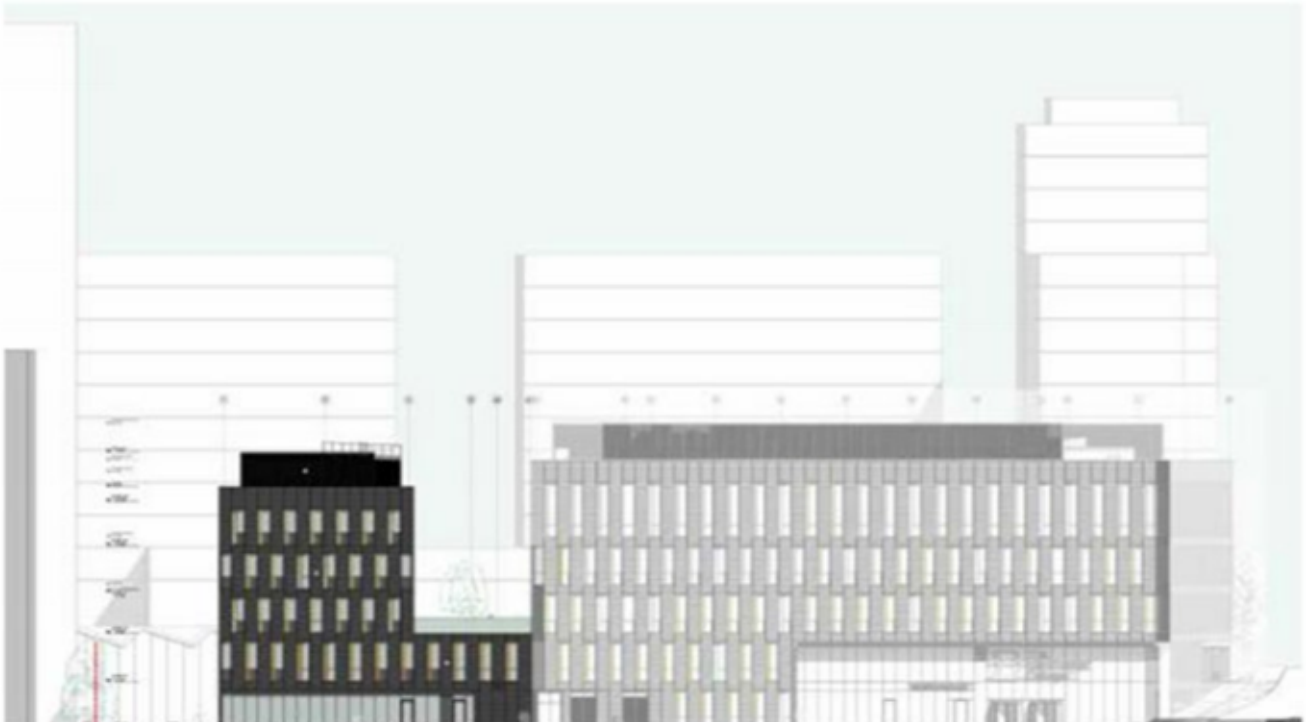
Impact on Archaeology

Previous archaeology works have taken place as part of the phase 1 of the college development. GMAAS have confirmed that no further works are required at the site. The proposal has therefore satisfied the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Visual amenity and impact on townscape

The development would be a rectangular block creating active frontage to Great Ducie Street.

The building would be 5 storeys with a uniform massing across the building which would complement the adjacent block (phase 1).

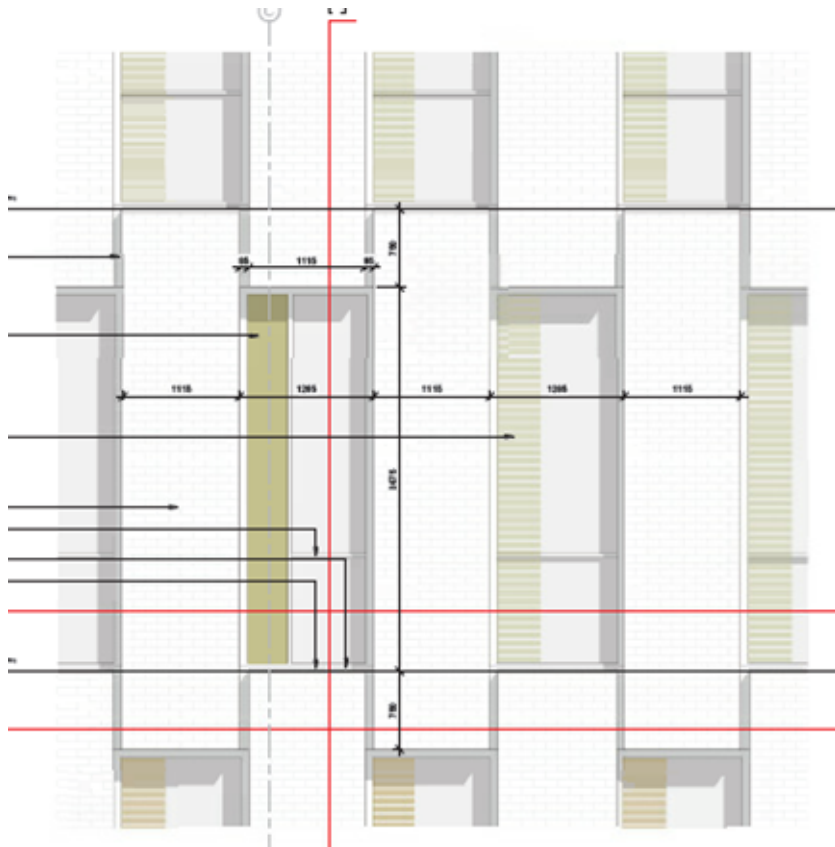


Great Ducie Street elevation with the phase 1 adjacent

The scale and massing would be appropriate within an urban grain that is fragmented with buildings of varying scale and quality. The scale of the building would enhance the street scene. Its appearance would be of the highest quality and would support the ongoing regeneration and revitalisation of this part of the city centre.

The main material would be a dark brick with a crisp, engineered appearance. This would contrast with the red brick façade of Old Brewery Gardens, distinguishing the educational building from the traditional red brick of the residential development.

The façade has a modular pattern with alternating windows on each floor. Recessed joints between the panel like elements would create a weaved appearance. Columns would be concealed behind these panels. For internal spaces that do not require daylight, the glazing would be replaced with a spandrel panel to maintain the simplicity of the regular façade.



Example of the façade weave and use of panelling

Full height vertical windows and coloured metallic panels would provide a further layering to the façade. The main entrance from Great Ducie Street would have single height glazed curtain walling to allow views into the internal spaces and activate the street.

Overall the design would be high quality and be an individual and distinctive piece of architecture which would complement the works at phase 1. The scale is appropriate and the materials deliver a simple and effective façade treatment. Conditions would ensure that the materials are appropriate and undertaken to the highest standard.

Ecology

Any vegetation which remains at the site should not be removed in bird nesting season. Biodiversity at the site should be improved with new bird and bat boxes and new planting.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

There would be improvements to the public realm along Great Ducie Street which would complement the works which have taken place at phase one. This includes use the same materials palette for the hard landscaping and the introduction of trees along the frontage.

Effect of the development on the local environment and existing residents

(a) Sunlight, daylight, overshadowing and overlooking

It is considered that the impacts on the daylight and sunlight availability on surrounding properties is not considered to be unduly harmful. The majority of the more significant impacts are on the surrounding low rise commercial buildings, particularly those located to the north of

the site and the Travelodge. These properties are not considered to be highly sensitive due to their commercial nature and are adequately separated from the site by the road network.

The Old Brewery Gardens residential development would be to the east of the site. A sun path analysis demonstrates that there would be no significant impact because residential accommodation is higher than the college. The distance between the east elevation of the college and the west elevation of the Old Brewery Gardens development is approx. 33 metres and would ensure no unduly harmful impacts.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services but should any arise it could be mitigated through antenna upgrade or realignment of the transmitter. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(a) Air quality

The site is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of vehicular emissions. An air quality report notes that during the construction phases there could be impact from dust, earth works/construction and vehicle emissions which would be minimised through good practice which should remain in place for the duration of the works and should be a condition.

There would be no onsite parking for staff or students who should take advantage of the highly sustainable location. 114 space secure cycle store would be created. 6 parking spaces, plus two flexible would be provided for disabled people and would be fitted with an electric car charging point.

Air filters are required and the final specification and maintenance strategy should be agreed by planning condition.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Noise and disturbance

A noise assessment identifies the main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the educational building will be from traffic on the surrounding roads. Appropriate glazing would ensure that noise levels within the building are acceptable and that there is no harmful noise outbreak from the building particularly from the social spaces and theatre.

Provided that construction activities are carefully controlled and the plant equipment and accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

The waste would be segregated in a dedicated waste storage area at the rear of the building. The college is committed to recycling and appropriate waste management. Final details of the waste strategy shall be agreed by planning condition.

Accessibility

The proposal would be accessible with six accessible parking spaces and level access into the building with lift access to all floors.

Impact on the highway network/transport issues

There is a range of transport modes nearby and the site is close to amenities and services. Manchester Victoria train and Metrolink station is situated directly adjacent to the application site.

The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

There will be no on site car parking for the college expect for 6 accessible car parking spaces.

This approach to car parking is acceptable given the highly sustainable location of the application site. The needs of disabled staff and students have been taken into account through the provision of an appropriate level of disabled car parking.

The majority of the 114 cycle parking spaces would be within dedicated secure cycle stores. There will also be provision within the public realm in the form of hoops. The level of cycle provision at the college will be reviewed once the college becomes operational and if there is demand for further spaces these will be provided.

A travel plan would be prepared and its full implementation should form part of the conditions of any planning approval.

Servicing will take place via a new dedicated access road to a servicing yard at the rear of the building. An operational management plan will be required to ensure that the servicing arrangements are acceptable.

There would also be improvements to the pedestrian environment through footway improvements, tactile paving etc which should be agreed by planning condition.

These measures would all be secured by planning condition.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Flood Risk/surface drainage

The majority of the site is in Flood Zone 2 'medium probability flood risk' and is within a critical drainage area where there are complex surface water flooding problems from ordinary

watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in the rate of surface water run off and/or volume from new developments which may exasperate local flooding problems.

Due to the sites location in flood zone 2, the proposal has to satisfy the requirements of the Sequential Test and where applicable the Exception test as outlined in the NPPF and NPPG.

The educational use of the site classifies the development as 'more vulnerable'. However, there are no records of flooding at the site and an appraisal of the flood risk potential confirms the development is appropriate in terms of the sequential test. As a consequence, the exception test is not required.

The application has been assessed by Flood Risk Management Team who require a detailed drainage scheme through a condition along with a management/verification plan. In addition, the finished floor levels should be set at or above 30.000m AOD and ground levels over the rest of the site must not be raised to ensure that there is no risk of flooding to other sites.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the drainage plan and floor levels forms part of the conditions of the planning approval.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report provides notes that assessment is required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in a highly sustainable location with excellent access to public transport for students, staff and visitors.

Sustainability principles would be incorporated into the construction process to minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

There would be no on site car parking, apart from six bays for disabled people and two flexible disabled bays within the layby. These bays would be fitted with an electric charging point. Vehicle emissions at the site would be limited and should not contribute to local air quality conditions.

A travel plan would encourage students and staff to use public transport and minimise vehicular trips. A secure cycle store would provide 114 spaces for staff and students. There is a commitment to review this within 12 months of occupation to determine if there is greater demand for cycling than anticipated.

The building fabric would be highly efficient with energy saving measures incorporated into the design.

Green infrastructure would include landscaping to the roof terraces and green buffers together with new street tree planting on New Bridge Street.

Conclusion

The proposal would develop a brownfield site within an important regeneration area for a city centre educational campus for Manchester College. The building would support economic growth by providing students with the skills required to be an active member of the future workforce.

Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development. The development will be fully accessible and will provide onsite disabled parking for those that require it.

The proposal will contribute towards place making in the area with new public realm, street trees and new landscaping in order to contribute to the setting of the inner ring road. The proposal will also contribute positively to climate change with a highly sustainable building fabric, and other energy efficiency measures.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application

advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and highways matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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:

Drawings

CCPH2-BBA-ZZ-00-DR-A-2051, CCPH2-BBA-ZZ-01-DR-A-2051, CCPH2-BBA-ZZ-02-DR-A-2051, CCPH2-BBA-ZZ-03-DR -A-2051, CCPH2-BBA-ZZ-04-DR-A-2051, CCPH2-BBA-ZZ-RF-DR-A-2051, CCPH2-BBA-ZZ-XX-DR-A-3001, CCPH2-BBA-ZZ-XX-DR-A-3002, CCPH2-BBA-ZZ-XX-DR-A-3003, CCPH2-BBA-ZZ-XX-DR-A-3004, CCPH2-BBA-ZZ-XX-DR-A-3102, CCPH2-BBA-ZZ-XX-DR-A-3103, CCPH2-BBA-ZZ-XX-DR-A-3200, CCPH2-BBA-ZZ-ZZ-DR-A-4301, CCPH2-BBA-ZZ-ZZ-DR-A-4302, B-B CCPH2-BBA-ZZ-ZZ-DR-A-7052, C-C CCPH2-BBA-ZZ-ZZ-DR-A-7053, CGI View 01 CCPH2-BB-ZZ-ZZ-VS-A-0001-View 001_P02, CGI View 02 CCPH2-BB-ZZ-ZZ-VS-A-0001-View 002_P02 and CGI View 03 CCPH2-BB-ZZ-ZZ-VS-A-0001-View 003_P02

All stamped as received by the City Council, as Local Planning Authority, on the 16 March 2023

CCPH2-BBA-ZZ-ZZ-DR-A-1003 Rev P13 received by the City Council, as Local Planning Authority, on the 28 July 2023

Supporting information

Design and Access Statement including Servicing Strategy and Landscaping Proposals prepared by Bond Bryan, Archaeology details including 2019 Archaeological DBA Correspondence with GMAAS agreeing the WSI and signing off subsequent on-site investigations, Decision Notice ref: CDN/20/0765 confirming discharge of archaeology condition prepared by Orion, Construction Management Plan prepared by Wilmott Dixon, Drainage Strategy prepared by AECOM, Education Statement prepared by TMC, Environmental Standards Statement prepared by BDP, Flood Risk Assessment prepared by Ridge, Ground Condition Reports including: Manchester College Site Completion Report, Static Cone Penetration Test Factual Report (Phase 2), Borehole information/ data (Phase 2) prepared by LK Group, Local Labour Agreement Acceptance Form prepared by AY, Planning Statement Chapter on heritage impacts, Blue and Green Infrastructure Statement, Chapter on adjacent landowner consultation prepared by AY, Planning Noise Assessment Report prepared by Hoare Lea, Transport Assessment, including Travel Plan prepared by SK Transport, Ventilation and Extract Planning Statement prepared by BDP and Waste Provision Calculation prepared by Bond Bryan.

All stamped as received by the City Council, as Local Planning Authority, on the 16 March 2023

Crime Impact Statement prepared by Design for Security at Greater Manchester Police as received by the City Council, as Local Planning Authority, on the 21 March 2023

Biodiversity Impact Assessment and Biodiversity Metric prepared by Ascerta received by the City Council, as Local Planning Authority, on the 22 March 2023

Air Quality report received by the City Council, as Local Planning Authority, on the 6 April 2023

LK Consult memo dated 22nd June 2023 reference LKR-191016 received by the City Council, as Local Planning Authority, on the 18 July 2023

Waste calculation received by the City Council, as Local Planning Authority, on the 13 Jun 2023

Emails from Ed Harvey of Avison Young dated the 21 and 22 June 2023

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

3) Notwithstanding the Construction Management Plan prepared by Wilmott Dixon received by the City Council, as Local Planning Authority, on the 16 March 2023, prior to the commencement, a detailed construction management plan outlining working practices shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Consultation with local residents;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

4) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

5) The development shall be carried out in accordance with the flood risk assessment and drainage strategy stamped as received by the City Council, as Local Planning Authority, on the 16 March 2023. This shall include finished floor levels at the building being set at or above 30.000 m AOD and ground levels over the rest of the site must not be raised to ensure that there is no risk of flooding to other sites.

Reason – In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

6) Notwithstanding the details submitted on the Drainage Strategy prepared by AECOM received by the City Council, as Local Planning Authority, on the 16 March 2023 and emails from Ed Harvey of Avison Young dated the 21 and 22 June 2023, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity including confirmed as-built information where reliant on phase 1 infrastructure;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, to a maximum of 15 l/s.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements) and managed within the proposed development boundary. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.
- Hydraulic calculation of the proposed drainage system including all parameters of the model;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) (a) The development shall be carried out in accordance with the completion report prepared by LKC dated 15th June 2022 reference LKR191016 from the phase 1 development, LK Consult memo dated 22nd June 2023 reference LKR-191016 received by the City Council, as Local Planning Authority, on the 18 July 2023 and LK Consult remediation strategy report ref CLR 19 1016/PD06012020 dated January 2020 received by the City Council, as Local Planning Authority, on the 16 August 2023

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, prior to the first occupation of the residential element of the development.

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 policies DM1 and EN18 of the Core Strategy.

8) Notwithstanding the façade strategy (ref. CCPH2-BBA-ZZ-XX-DR-A-3200) and design and access statement received by the City Council, as Local Planning Authority, on the 16 March 2023, prior to any above ground works, a materials and quality control strategy (in consultation with the phase 1 architect) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved materials strategy shall then be implemented as part of the development.

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.

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

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

10) Prior to the first use of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include:

- Verification reporting providing photographic evidence of constriction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The management and maintenance plan shall be implemented upon first use of the development and thereafter retained and maintained.

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) (a) Notwithstanding drawing CCPH2-BBA-ZZ-ZZ-DR-A-1003 Rev P13 received by the City Council, as Local Planning Authority, on the 28 July 2023, prior to the first use of this development, details of hard and soft landscaping treatments (including tree planting, boundary treatments and appropriate samples of materials of hard landscaping) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first use of the development. 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 that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

12) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted for approval in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the first use of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats and biodiversity in order to comply with policy EN15 of the Manchester Core Strategy (2012).

13) (a) Notwithstanding the Environmental Standards prepared by BDP statement stamped as received by the City Council, as Local Planning Authority, on the 16 March 2023, prior to any above ground works, a final Environmental Standards Statement shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented as part of the development.

(b) Prior to the first use of the development, a verification report shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall confirm that the development has met the requirements agreed within part (a) of this planning condition.

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

14) Notwithstanding the Planning Noise Assessment Report prepared by Hoare Lea received by the City Council, as Local Planning Authority, on the 16 March 2023 (a) Prior to the first use of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

15) Notwithstanding the Noise Assessment Report prepared by Hoare Lea received by the City Council, as Local Planning Authority, on the 16 March 2023 (a) Prior to the first use of the development hereby approved, details of a scheme for acoustic treatment of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to first use and thereafter retained and maintained.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 10 dB below the L_{A90} (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To ensure no unacceptable noise outbreak from the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) Notwithstanding the Waste Provision Calculation received by the City Council, as Local Planning Authority, on the 16 March 2023 and waste calculation received by the City Council, as Local Planning Authority, on the 13 June 2023, prior to any above ground works details of the breakdown for number of containers for each waste stream for phases 1 and 2 combined shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

17) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

18) 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.

19) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 16 March 2023. 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.

20) The development hereby approved shall be carried out in accordance with the draft travel plan received by the City Council, as Local Planning Authority, on the 16 March 2023.

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

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

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

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

21) (a) Prior to the first use of the building, the provision of 114 cycle spaces, as indicated on drawing CCPH2-BBA-ZZ-00-DR-A-2051 received by the City Council, as Local Planning Authority, on the 16 March 2023 shall be implemented and retained and maintained in situ for as long as the development remains in use.

(b) Within 12 months of the first use of the development hereby approved a cycle parking review shall be submitted for approval in writing by the City Council, as Local Planning Authority. The review shall detail uptake of cycle parking facilities at the development. Where the review shows that there is demand for additional cycle parking at the development details shall be submitted and a timescale for implementation shall be provided. The additional cycle parking shall then be implemented in accordance with the agreed timescale.

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

22) Prior to the first use of the development hereby approved, the six disabled car parking spaces, as indicated on CCPH2-BBA-ZZ-00-DR-A-1003 Rev P13 received by the City Council, as Local Planning Authority, on the 28 July 2023 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason – To ensure disabled car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

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

This shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site including provision of street trees. These footway improvements shall include details of materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm;
- Tactile paving and dropped kerbs should be installed across either side of the site access points;
- Provision of continuous 2-metre-wide footways throughout and surrounding the development;
- Implementation of additional cycle infrastructure and cycle route signing from the site;
- Alternation/re-instatement works to the highway to create new access off Great Ducie Street;
- Appropriate walking signs to city centre sites should be provided as part of the development;
- review of the existing Traffic Regulation Orders (TROs) should be undertaken surrounding the site (if this has not already been conducted), with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly

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

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

24) Prior to the first use of the use of the development 6 electric car charging points shall be installed within the car parking area (as indicated on CCPH2-BBA-ZZ-ZZ-DR-A-1003 Rev P13 received by the City Council, as Local Planning Authority, on the 28 July 2023 in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

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

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

26) Prior to the first use of the development hereby approved a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used for educational purposes (Use Class F1(a)), and for the ancillary use of its facilities by the public, and for no other purpose.

Reason – In the interest of retaining the educational use pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012).

28) Prior to the first use of the development hereby approved, details of a servicing and operational management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include how serving arrangements will be managed at the development including ensuring the access road remains unrestricted. The approved plan shall be implemented upon the first use of the development and thereafter retained and maintained.

Reason – In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

29) When the development is first occupied, deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
No deliveries on Sundays

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

30) 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.

31) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, 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.

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

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

33) Notwithstanding drawing CCPH2-BBA-ZZ-ZZ-DR-A-1003 Rev P13 received by the City Council, as Local Planning Authority, on the 28 July 2023, prior to the first occupation of the development, details of the siting, scale and appearance (including samples of materials) of the permanent boundary treatments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and be in place prior to the first use of the development. The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason – To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

34) Notwithstanding section 6.1.3 of the Air Quality report received by the City Council, as Local Planning Authority, on the 6 April 2023, prior to any above ground works, the specification of the clean air filters and a maintenance strategy shall be submitted for approval in writing by the City

Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the development hereby approved and maintained in accordance with the maintenance strategy.

Reason – In the interest of management of air quality impacts pursuant to policy EN16 of the Manchester Core Strategy (2012).

Informatives

Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

Appendix 1 – List of consultees & neighbours notified

Planning Casework Unit
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC
Work & Skills Team

43 Julia Street, Manchester, M3 1LN
35 Park Street, Manchester, M3 1EU
Dominos Pizza, 11 Mirabel Street, Manchester, M3 1NN
Travelodge, Great Ducie Street, Manchester, M3 1PT
Apartment 7, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
51 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
The Beaumont Building, Great Ducie Street, Manchester, M3 1EG
5 Cheetham Hill Road, Manchester, M4 4FY
82 Great Ducie Street, Manchester, M3 1LT
The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
47 Dutton Street, Manchester, M3 1LF
20 Briddon Street, Manchester, M3 1LS
147 Great Ducie Street, Manchester, M3 1FB
CROWN SPORTS & TRADING CO LTD, First Floor, 149 Great Ducie Street, Manchester, M3 1FB
Unit 2, Cortress House, Julia Street, Manchester, M3 1DQ
William Lindop Limited, Warehouse Junction Dutton Street, Julia Street, Manchester, M3 1DQ
Cortress House, Julia Street, Manchester, M3 1DQ
Offices Junction Great Ducie Street, Julia Street, Manchester, M3 1DQ
Unit 1, Cortress House, Julia Street, Manchester, M3 1DQ
Ground Floor, 45 Julia Street, Manchester, M3 1LN
149 Great Ducie Street, Manchester, M3 1FB
Unit 2, Arena Court, Mirabel Street, Manchester, M3 1PJ
Unit 4, Arena Court, Mirabel Street, Manchester, M3 1PJ
CURTIS FARADAY LIMITED, First Floor, 7 Park Street, Manchester, M3 1EU
First Floor, 45 Julia Street, Manchester, M3 1LN
Ground Floor, 7 Park Street, Manchester, M3 1EU
23 Hunts Bank Approach, Manchester, M3 1AX
McDonalds Restaurants, Hunts Bank Approach, Manchester, M3 1AR
2 - 16 Charter Street, Manchester, M3 1LY
45 Julia Street, Manchester, M3 1LN
Apartment 145, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 144, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 146, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 8, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
Apartment 10, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
Apartment 12, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
Apartment 9, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
Apartment 11, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
Apartment 5, Administration Building, 6 New Bridge Street, Manchester, M3 1NL

Apartment 4, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
Apartment 3, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
Apartment 6, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
Apartment 1, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
27 Park Street, Manchester, M3 1EU
17 Great Ducie Street, Manchester, M3 1PQ
37 Park Street, Manchester, M3 1EU
151 Great Ducie Street, Manchester, M3 1FB
14 - 20 Mirabel Street, Manchester, M3 1PJ
Second Floor, 7 Park Street, Manchester, M3 1EU
Basement, 25 Park Street, Manchester, M3 1EU
29 Park Street, Manchester, M3 1EU
8 - 10 Dutton Street, Manchester, M3 1LE
26A Briddon Street, Manchester, M3 1LS
Unit 2, 26A Briddon Street, Manchester, M3 1LS
Unit 5, 26A Briddon Street, Manchester, M3 1LS
Arena Court, Mirabel Street, Manchester, M3 1PJ
63 - 79 Great Ducie Street, Manchester, M3 1NF
61 Great Ducie Street, Manchester, M3 1NF
Basement, 45 Julia Street, Manchester, M3 1LN
27A Park Street, Manchester, M3 1EU
9 - 11 Park Street, Manchester, M3 1EU
Ground Floor, 149 Great Ducie Street, Manchester, M3 1FB
Apartment 126, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 61, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 121, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 107, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 34, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 35, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 89, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 6, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 70, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 87, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 81, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 132, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 140, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 117, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 124, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 28, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 27, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 125, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 67, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 71, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 66, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 47, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
50 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
30 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
24 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 4, Bay Building, 5 Mirabel Street, Manchester, M3 1NG
Apartment 2, Administration Building, 6 New Bridge Street, Manchester, M3 1NL
40 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 320, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 509, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 311, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX

Flat 507, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 120, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 202, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 209, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 213, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 407, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 510, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 501, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 503, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 506, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 303, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 107, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 104, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
6 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Ground Floor, 147 Great Ducie Street, Manchester, M3 1FB
Apartment 23, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 4, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Flat 6, Bay Building, 5 Mirabel Street, Manchester, M3 1NG
9 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
45 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
First Floor, 147 Great Ducie Street, Manchester, M3 1FB
Flat 103, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 101, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
TeamSport Go Karting, AO Arena, 100 Trinity Way, Manchester, M1 3BF
69 Julia Street, Manchester, M3 1LN
Apartment 62, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 120, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 119, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
38 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
52 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
47 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
23 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
36 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 105, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 306, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 319, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 408, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 304, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 309, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 406, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Apartment 85, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 13, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 98, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 53, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 103, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 82, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 95, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 91, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 72, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 90, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 131, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Flat 318, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 204, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 114, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX

Flat 315, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 403, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 313, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 206, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 211, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 109, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 112, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 102, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 111, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 410, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 116, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 402, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
7 Park Street, Manchester, M3 1EU
Flat 416, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 502, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 607, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 312, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 505, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 508, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 314, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Ground Floor Unit, The Beaumont Building, Great Ducie Street, Manchester, M3 1EG
AO Arena, 21 Hunts Bank Approach, Manchester, M3 1AR
Apartment 116, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 111, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 32, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 104, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 30, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 118, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 78, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 37, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 31, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 97, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 96, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 123, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 79, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 52, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
42 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
34 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
4 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 603, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 308, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 414, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 302, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 119, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 201, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 210, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 413, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Apartment 143, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 142, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 141, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 48, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 15, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 2, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 92, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN

Apartment 110, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 93, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 133, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 12, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 136, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 80, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 59, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 64, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 50, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 33, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
37 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
28 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 3, Bay Building, 5 Mirabel Street, Manchester, M3 1NG
21 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 514, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 602, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 604, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 401, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 404, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 215, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 217, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 207, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 108, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 113, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 115, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Apartment 45, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 1, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 108, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 40, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 38, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 24, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 11, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 130, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 109, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 17, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 42, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 55, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 65, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
22 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
20 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
14 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
31 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
27 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
29 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
8 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 316, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 317, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 216, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 203, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 212, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 214, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 504, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Apartment 75, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 16, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN

Apartment 105, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 83, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 106, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 134, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 86, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 29, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 100, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 114, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 88, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 22, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 63, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 39, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
16 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
7 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
1 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
12 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 511, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 415, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 305, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 409, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 515, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 301, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Apartment 101, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 135, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 46, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 14, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 99, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 21, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 128, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 8, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 139, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 26, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 122, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 43, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 57, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 76, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 44, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
43 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
32 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
26 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
13 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
25 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
33 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 412, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 307, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 411, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 220, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 118, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Apartment 113, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 74, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 60, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 3, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 54, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 94, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN

Apartment 137, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 49, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 41, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 7, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 77, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 129, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 127, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 9, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 138, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 69, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 18, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 102, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
53 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
49 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
19 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
5 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
3 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 2, Bay Building, 5 Mirabel Street, Manchester, M3 1NG
2 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
15 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 513, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 106, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 310, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 405, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 606, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 219, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 205, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 110, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Apartment 112, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 25, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 84, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 5, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 20, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 36, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 19, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 10, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 115, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NP
Apartment 51, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
39 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
35 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
48 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
46 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
44 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
18 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 5, Bay Building, 5 Mirabel Street, Manchester, M3 1NG
Flat 1, Bay Building, 5 Mirabel Street, Manchester, M3 1NG
17 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
41 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
10 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
11 Sorting Office Building, 7 Mirabel Street, Manchester, M3 1NJ
Flat 601, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 605, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
25 Park Street, Manchester, M3 1EU
Apartment 56, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN

Apartment 58, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 73, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Apartment 68, Tempus Tower, 9 Mirabel Street, Manchester, M3 1NN
Flat 512, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY
Flat 218, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 208, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 117, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DX
Flat 608, The Beaumont Building, 22 Mirabel Street, Manchester, M3 1DY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CENTRAL