

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136013/FO/2023
Date registered valid: 23 February 2023
Proposal: Elevation alterations and erection of two storey rooftop extension including rooftop terrace
Address: 35 Fountain Street, Manchester, M2 2AN
Ward(s): Deansgate Ward

Applicant: Zurich Insurance Company Ltd - UK Branch
Agent (if any): Hannah Shine CBRE Limited
Case officer: Tony Mitchell
Tel: 0161 234 4776
Email: anthony.mitchell@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 13 October 2023

Application details

Type of application: Full Application Consent

Development type: Major Office

Date of site visit:

Standard consultations:

Printed: 1 March 2023 Expired: 22 March 2023

Neighbour notifications

Printed: 1 March 2023 Expired: 22 March 2023

Site notice

Posted: 7 March 2023 Expired: 28 March 2023

Press advert

Published: 7 March 2023 Expired: 28 March 2023

Departure from Development Plan: No

Environmental Statement: Not required

Listed building: Not applicable

Conservation area: Upper King Street (Extension) Conservation Area 1985

Tree Preservation Order: NA

Description of site/building

The proposal relates to a building occupying a site which is bound to the north by Marble Street and Primark, West Mosley Street and Piccadilly Gardens to the east, the Royal Sun Alliance building and York Street to the south, and Fountain Street to the west. The site is occupied by an early 2000's basement plus seven-storey office building.

The site is in the Upper King Street Conservation Area and lies within 250m of 2 Grade II* Listed buildings and 8 Grade II Listed buildings. The site is in the commercial core of the City Centre, which is predominantly characterised by office uses with ground floor shops and food and drink uses.

Description of development

The building is currently vacant, as of April 2023, and was occupied by Booking.com who have come to the end of their lease and have found new office accommodation elsewhere within the City Centre. This has brought the opportunity to refurbish the existing building into modern Grade A office floorspace, with a two storey extension which would include tenant amenity space on the upper levels through outdoor terraces. The refurbishment would upgrade the external façade of the building, creating a more energy efficient and modern façade, with a predominantly glazed frontage to maximise the amount of natural light into each level. Overall, the scheme is targeting BREEAM 'Outstanding' with a suite of sustainability credentials including PV panels on the roof.

Through the proposal the building would accommodate an additional 1,856 sqm (GIA) of Grade A office space bringing the total internal office floorspace to 8,094 sqm (GIA).

Layout

The existing 14 car parking spaces would be removed from the basement level, which would free up space for this level to be converted into a secure cycle 'hub' with 66 cycle spaces, shower cubicles, heated dryer, and lockers.

The ground floor footprint of the building has been extended out slightly to remove recesses, which includes the recessed bike / pedestrian entrance ramp to the rear of the building on Marble Street, which is reported to attract anti-social behaviour. These slight extensions to the building footprint will be agreed within the council's Highways Team through a Stopping Up application, which has been submitted separately to this planning application.

The ground floor would retain the main entrance lobby accessed from Fountain Street for an active frontage on Fountain Street. The upper floors would be flexible Grade A office floorspace. The additional two storey extension at Levels 8 and 9 has been set back to reduce the overall apparent massing of the building. This reduces the overall impact the extension to the building would have on the Upper King Street Conservation Area and the setting of Listed Buildings within the vicinity of the Site.

The rooftop of the building would include PV panels and space for plant.

The building will be 'grounded' through the use of columns along the Fountain Street elevation and will highlight the main entrance into the building. The highway where these columns lie will also be needed to be Stopped Up through a separate Stopping Up application.

Description of area

The site lies within the Upper King Street Conservation Area. This part of the conservation area is characterised by a mixture of robust Victorian buildings with more modern infill buildings. Following the destruction of large areas of the city during the Second World War, the City of Manchester Plan of 1945 proposed a virtual rebuilding of the City, with Fountain Street proposed to be widened. This resulted in new buildings on Fountain Street being set back from the back of pavement to accommodate the widening. However, that scheme was abandoned, resulting in a somewhat jagged building frontage. Within the conservation area, new development proposals should generally be aligned to the back of the pavement in order to preserve the historic linear character of the streets.

Many different building materials have been used in the Upper King Street conservation area. These include variously-coloured brick, stone (predominantly yellow sandstone), exposed aggregate pre-cast concrete, bronze-coloured glass in metal frames, clear glass in concrete frames, and various modern high-tech materials. Ground floors are often in granite, giving a distinctive appearance, and the top floor is often treated differently too. Entrances are clearly emphasised and are often located on the corner of buildings, which are frequently chamfered for this purpose. Windows are mostly vertically proportioned and nearly always grouped in twos or threes. Unless the fenestration is composed of projecting bay or oriel windows, it is always set well back from the facade of the building, creating an interesting three-dimensional modelling. Within the conservation area, any new building will be required to meet a high standard of design.

Consultations & Notification Responses

Publicity - The application has been advertised in the local press and via site notices and occupiers of neighbouring properties have been notified. Two representations have been received. The comments questioned the proposed design and appearance.

Occupiers of nearby properties have been notified of the application. No representations have been received.

MCC Highways Services – Initially raised concern as to the columns on Fountain Street stopping up part of the busy footpath. However, this has now been resolved.

MCC Flood Risk Management - No objection in principle with the proposal, due to no increase in the impermeable area. SuDS, in the form of planters at roof extension level, will be required.

MCC Environmental Protection - Recommended conditions controlling noise, waste and construction management.

Environment Agency - Condition requested regarding contamination and remediation.

GMP Secure by Design - The scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

Metrolink - advise that they have no objections to the proposal subject to an informative in respect of cranes and oversailing of the Metrolink line.

Health and Safety Executive - have no comments.

Issues

The National Planning Policy Framework

The revised NPPF re-issued in July 2021. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental (paragraph 8).

Section 6 'Building a Strong, Competitive Economy' states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 81).

Through the proposal the building would accommodate an additional 1,856 sqm (GIA) of Grade A office space bringing the total internal office floorspace to 8,094 sqm (GIA). This would support the much needed office supply in the city centre.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92).

The proposal would be safe and secure. Secure cycle parking is provided within the basement level.

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

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

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

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

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

The site is well connected to all public transport modes which would encourage sustainable travel. A travel plan and operational management would be secured as part of the conditions of the approval.

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

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

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

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to

communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 126).

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

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

The design would be high quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. 32 new trees would be planted. Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

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

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

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include rooftop planting, Efficient drainage systems would manage water at the site.

Paragraph 185 outlines that decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not

considered to be any noise or lighting implications associated with the operation of the development.

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

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development along with the secure cycle parking spaces.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would not result in any harm to the nearby heritage assets or the Upper King Street Conservation Area.

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments.

Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is

important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

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

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

- o whether or not a significant adverse effect is occurring or likely to occur;
- o whether or not an adverse effect is occurring or likely to occur; and
- o whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- o engineering: reducing the noise generated at source and/or containing the noise generated;
- o layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- o using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- o mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

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

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

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning

Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

Public benefits may also include heritage benefits, such as:

- o Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- o Reducing or removing risks to a heritage asset;
- o Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Relevant Local Policies

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Adopted Core Strategy - The proposal is consistent with the Adopted Core Strategy for the City of Manchester, specifically the following policies:

SO1. Spatial Principles - This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible City Centre location.

S05. Transport -This development would be in a highly accessible location and thereby help to reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- o mitigate and adapt to climate change;
- o support biodiversity and wildlife;
- o improve air, water and land quality;
- o improve recreational opportunities; and

o The development would ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - the development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development within the Regional Centre. It would be accessible by all forms of sustainable transport and therefore maximise the potential of the City's transport infrastructure. It would contribute to creating an attractive neighbourhood by: enhancing the built and natural environment; helping to create a well designed place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

Policy EC1 - Land for Employment and Economic Development - The proposals would support the City's economic performance by developing a highly accessible site within a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The application site is well connected to existing transport infrastructure and as such the development would help to encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create new jobs during the construction phase and when in operation, and this would contribute to economic growth. The design would use the site efficiently and enhance the sense of place within the wider area. It would provide users and employees with easy access to a range of transport modes and create a safer place by reducing opportunities for crime.

Policy EC3 The Regional Centre - The development would be in an appropriate location within the Regional Centre which has excellent sustainable transport facilities. The scale and type of office development would not undermine delivery of employment space elsewhere within the City Centre.

Policy CC1 - Primary Economic Development Focus (City Centre and Fringe)- The proposals would deliver a high quality new office building, providing office floorspace within a part of the City Centre identified in Policy CC1 as a focus for primary economic development.

Policy CC5 - Transport - The proposal would contribute to improving air quality, as it is accessible by a variety of modes of sustainable transport.

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

Policy CC7 Mixed Use Development - The proposal would create an active ground floor.

Policy CC8 Change and Renewal - The proposal would be a large scale scheme within an approved development framework, which would make a significant contribution to the City Centre's role in terms of employment and retail growth and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage - The development would be of a high quality design. It would have an impact on the settings of nearby listed buildings and the conservation area. This is discussed in more detail later in the report.

Policy CC10 A Place for Everyone - The proposals would complement the ongoing wider regeneration of the City Centre. It would respect all pedestrian linkages, regain the back of pavement line and help to integrate the site into the wider neighbourhood. It would be fully accessible.

Policy T1 Sustainable Transport - The proposed development would encourage a modal shift away from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

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

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would

enhance the City's permeability. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN3 Heritage - The proposal would have an impact on the settings of the nearby listed buildings and the adjacent conservation areas. This is discussed in more detail later in the report.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - being over 1,000 sqm, the development would be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. The application is supported by an Energy Statement, which sets out how the proposals would meet the requirements of this policy.

Policy EN 8 -Adaptation to Climate Change - The application is supported by a BREEAM Assessment and Environmental Standards Statement, which identifies measures that will ensure that the development would reach a target rating of "Excellent".

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

Policy EN 17 - Water Quality - An assessment of the site's ground conditions has been conducted. It is considered that the impact of the development on water quality can be controlled through an appropriate condition.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application and, as under Policy EN17 above, it is considered that the impact of the development can be controlled through an appropriate condition.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy.

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

- o appropriate siting, layout, scale, form, massing, materials and detail;
- o Design for health;
- o Adequacy of internal accommodation and amenity space.
- o impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- o that development should have regard to the character of the surrounding area;
- o effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- o accessibility to buildings, neighbourhoods and sustainable transport modes;
- o impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- o impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved Policies of the Unitary Development Plan

DC18.1 Conservation Areas - It is considered that the proposal would maintain the character and appearance of the adjacent conservation areas. This is discussed in more detail later in the report.

DC19.1 Listed Buildings - It is considered that the proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

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.

DC26.1 and DC26.5 Development and Noise - The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the

amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Manchester City Centre Strategic Plan- The Manchester City Centre Strategic Plan (published in 2009) presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 - 2012. The Plan recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region. The site of the current planning application falls within the area designated as the Central Business District. Major tasks in the area concern the effective management of the environment and traffic, and considerably strengthening the street scene throughout the Central Business District. The aim is also to further improve pedestrian facilities, develop vibrant ground floor uses and better signage. Linkages within and between the Central Business District and other city centre areas, in particular the retail core, remain a priority. The proposed development would help to achieve these aims.

Conservation Area Declaration

Upper King Street Conservation Area

This part of the conservation area is characterised by a mixture of robust Victorian buildings with more modern infill buildings. Following the destruction of large areas of the city during the Second World War, the City of Manchester Plan of 1945 proposed a virtual rebuilding of the City, with Fountain Street proposed to be widened. This resulted in new buildings on Fountain Street being set back from the back of pavement to accommodate the widening. However, the scheme was abandoned, resulting in a somewhat jagged building frontage. Within the conservation area, new development proposals should generally be aligned to the back of the pavement in order to preserve the historic linear character of the streets.

Many different building materials have been used in the Upper King Street conservation area. These include variously-coloured brick, stone (predominantly yellow sandstone), exposed aggregate pre-cast concrete, bronze-coloured glass in metal frames, clear glass in concrete frames, and various modern high-tech materials. Ground floors are often in granite, giving a distinctive appearance, and the top floor is often treated differently too. Entrances are clearly emphasised and are often located on the corner of buildings, which are frequently chamfered for this purpose. Windows are mostly vertically proportioned and nearly always grouped in twos or threes. Unless the fenestration is composed of projecting bay or oriel windows, it is always set well back from the facade of the building, creating an interesting three-dimensional modelling. Within the conservation area, any new building will be required to meet a high standard of design.

Conclusion of Issues.

The main issues to consider are the impact of the proposed changes on highway safety, amenity in terms of noise, visual amenity and the character and appearance of the Upper King Street Conservation Area and the adjacent and nearby listed buildings. The changes should be considered against the following policies: sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the National Planning Policy Framework (NPPF); Core Strategy Policies SP1, CC1, CC5, CC6, CC7, CC8, CC9, CC10, EC1, EC3, T1, T2, EN1, EN3, EN6, EN8, EN16, EN17, EN18, EN19 and DM1; and Saved Unitary Development Plan Policies DC18.1 Conservation Areas, DC19.1 Listed Buildings, Policy DC20 Archaeology, and DC26 Development and Noise.

Highways

The site is within the City Centre, close to public transport networks. The reduction in parking spaces and increase in cycle parking would therefore make the scheme more sustainable in terms of reducing reliance on car use and promoting alternative more environmentally friendly forms of transport. It would also reduce the impact on the surrounding highway network.

Flood risk

A condition is recommended to ensure that the development will not cause a flood risk.

Design and impact upon the Upper King Street Conservation Area and nearby listed buildings.

The proposed works would enhance the appearance of the building and utilise high quality materials which in turn would make a positive contribution to the Upper King Street Conservation Area and would not detract from the area's character and appearance nor the significance and setting of nearby listed buildings. A condition controlling materials will ensure that the materials are acceptable.

Noise

Most of the changes would not have any further impact on the noise environment, except for the addition of the roof terrace and the roof top amenity space. It is considered that any noise from these spaces can be controlled through the addition of conditions.

Consultation responses.

The issue raised by the consultation responses including the two representations received have been addressed in this report and by the imposition of the recommended conditions.

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 pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. The City Council officers worked with the applicant during the application process to resolve issues relating to highway safety.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the 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 of the application 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.

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

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

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

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

L1011	Rev D	Proposed Plan - Basement
L1000	Rev C	Proposed Plan - Level 00
L1001	Rev C	Proposed Plan - Level 01
L1002	Rev D	Proposed Plan - Level 02
L1003	Rev D	Proposed Plan - Level 03
L1004	Rev D	Proposed Plan - Level 04
L1005	Rev D	Proposed Plan - Level 05
L1006	Rev D	Proposed Plan - Level 06
L1007	Rev D	Proposed Plan - Level 07
L1008	Rev D	Proposed Plan - Level 08
L1009	Rev E	Proposed Plan - Level 09
L1010	Rev E	Proposed Plan - Roof
L1600	Rev C	Proposed Elevation - Fountain Street AA
L1601	Rev C	Proposed Elevation - Marble Street BB

L1602	Rev C	Proposed Elevation - West Mosley Street CC
L1603	Rev C	Proposed Elevation - DD
L1604	Rev C	Proposed Elevation - Fountain Street AA
L1605	Rev C	Proposed Elevation - Marble Street BB
L1606	Rev C	Proposed Elevation - West Mosley Street CC
L1607	Rev C	Proposed Elevation - DD
L1610	Rev B	Proposed Section AA
L1611	Rev B	Proposed Section BB
SK71	Rev A	Façade Study 1 (Proposed)
SK73	Rev A	Façade Study 2 (Proposed)
SK75	Rev A	Façade Study 3 (Proposed)
SK77	Rev A	Façade Study 4 (Proposed)
SK79	Rev A	Roof Sections (Proposed)

Supporting Information

Planning Statement, CBRE Limited, January 2023
 Design and Access Statement, OMI Architects, December 2022
 Air Quality Assessment, BWB Consulting, December 2022
 Acoustics Assessment, Lighthouse Acoustics, December 2022
 Preliminary Ecology Assessment, Tyler Grange, December 2022
 Phase 1 Geo-environmental Assessment, IGE Consulting, December 2022
 Flood Risk and Drainage Strategy, IGE Consulting, July 2022
 Crime Impact Statement, GMP Design for Security, December 2022
 Television and Radio Impact Statement, G-Tech Surveys, December 2022
 Outline Construction Management Plan, CBRE Limited, January 2023
 Environmental Standards Statement, Quinn Ross, December 2022
 Heritage Impact Statement, SLHA, December 2022
 Transport Statement, Vectos, December 2022
 Travel Plan, Vectos, December 2022
 Waste Management Strategy incl. MCC Waste Proforma, Vectos, December 2022
 Stage 1 Road Safety Audit, six:TEN, August 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) Before the development commences, a highways dilapidation survey must be carried out and agreed in writing with the City Council as local planning authority.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

4) Before the development commences, a swept path analysis exercise must be carried out for the access and egress of construction vehicles, and agreed in writing with the City Council as local planning authority.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

5) (a) Prior to the commencement of the development, details of a Local Labour 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 Labour Proposal means a document which includes:
the measures proposed to recruit local people including apprenticeships
mechanisms for the implementation and delivery of the Local Labour Proposal
measures to monitor and review the effectiveness of the Local labour 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).

6) Notwithstanding the TV reception study prepared by G-Tech Surveys, received by the City Council, as Local Planning Authority 19 January 2023, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The measures identified must be carried out before the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing 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.

7) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(a) Samples and specifications of all material to be used on all external elevations and rooves of the development, drawings to illustrate details of full-sized sample panels and mock-ups that will be produced (The panel to be produced shall include jointing and fixing details between all component materials and any component panels), details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management.

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle.

(c) The sample panels and quality control management strategy.

The approved materials shall be used in the construction 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.

8) Prior to the first occupation, the cycle storage, as indicated on drawing L1011 Rev D Proposed Plan - Basement received by the City Council, as Local Planning Authority, on the 19 January 2023 shall be implemented and made available upon first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

9) Before first occupation of the building, a planting scheme for the proposed rooftop amenity spaces which will incorporate a SUDs strategy into the building shall be submitted and approved in writing by the City Council.

Reason - pursuant to policies SP1 and DM1 of the Core Strategy.

10) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

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

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, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

12) The submitted Waste Management Strategy shall be implemented and be in place prior first use of the building and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

13) The footpaths and areas between the pavement and the line of the proposed building shall be re-instated in York Stone within six months of any part of the development first being occupied.

Reason - In the interests of amenity and conservation, and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with policies CC9, EN3 and DM1 of the Core Strategy and saved policy DC19 of the Unitary Development Plan for the City of Manchester.

14) Prior to the first use of the office development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the building (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

15) Prior to the first use of the roof terraces of the development, details of the opening hours for the terraces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved opening hours shall then become the operating hours for the terraces in that phase. There shall be no amplified music or sound on the roof terrace at any time.

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

16) The proposed office floors are permitted to be used 00.00 to 00.00 (24 hours a day, Monday to Sunday including Bank Holidays).

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy

17) The development shall be carried out in accordance with the Travel Plan prepared by Vectos, received by the City Council as Local Planning Authority on 19 January 2023.

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

18) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources at the development site. in accordance with the Unitary

Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy and paragraph 174 of the National Planning Policy Framework.

19) Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- o Dust suppression measures;
- o Details of wheel washing for construction vehicles;
- o Compound locations where relevant;
- o Details of an emergency contact telephone number which shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete
- o A community consultation plan and;
- o Sheeting of construction vehicles.

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

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

20) External areas within the application site shall only be used in accordance with a schedule of days and hours of operation, capacity and a statement regarding intended use submitted to and approved in writing by the City Council as local planning authority and shall not allow for the use of amplified sound or any music in these external areas at any time.

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

21) a) Externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

22) No development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority.

This shall include

:

- o A finalised drainage layout showing all components, outfalls, levels and connectivity;
- o Maximised integration of green SuDS components (utilising attenuation) if practicable;
- o Construction details of flow control and SuDS elements.
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved details shall be in place prior to first use of the building.

Reason - Pursuant to policies SP1, and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment & Operations (Refuse & Sustainability)
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit

38 Fountain Street, Manchester, M2 2BE
First Floor, Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ
Ground Floor, 17 York Street, Manchester, M2 3BA
Sixth Floor, 17 York Street, Manchester, M2 3BA
Seventh Floor, 17 York Street, Manchester, M2 3BA
22 Mosley Street, Manchester, M2 3AG
First Floor, Green Surgery Limited, 18 - 22 Mosley Street, Manchester, M2 3AQ
Transform Manchester, Fifth Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Ground Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Sixth Floor, 19 York Street, Manchester, M2 3BA
19 York Street, Manchester, M2 3BA
Third Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
First Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Sixth Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Second Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
SINGLETON CLAMP & PARTNERS LTD, Fourth Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
42 - 44 Fountain Street, Manchester, M2 2AE
First Floor, 18 - 22 Mosley Street, Manchester, M2 3AQ
Third Floor, 18 - 22 Mosley Street, Manchester, M2 3AQ
Second Floor, 18 - 22 Mosley Street, Manchester, M2 3AQ
William Hill, Ground Floor, 18 - 22 Mosley Street, Manchester, M2 3AG
Fourth Floor, York House, 20 York Street, Manchester, M2 3BB
Second Floor, York House, 20 York Street, Manchester, M2 3BB
Eighth Floor, York House, 20 York Street, Manchester, M2 3BB
Ground Floor, York House, 20 York Street, Manchester, M2 3BB
Tenth Floor, York House, 20 York Street, Manchester, M2 3BB
Sixth Floor, York House, 20 York Street, Manchester, M2 3BB
Third Floor, York House, 20 York Street, Manchester, M2 3BB
York House, 20 York Street, Manchester, M2 3BB
TOKIO MARINE KILN SERVICES LTD, Ninth Floor, York House, 20 York Street, Manchester, M2 3BB
First Floor, York House, 20 York Street, Manchester, M2 3BB
Fifth Floor, York House, 20 York Street, Manchester, M2 3BB
Clarendon House, 8 Mosley Street, Manchester, M2 3LQ
18 - 22 Mosley Street, Manchester, M2 3AG
Colwyn Chambers, 19 York Street, Manchester, M2 3BA
38 Mosley Street, Manchester, M2 3AZ
106 - 122 Market Street, Manchester, M1 1WA
Franco Manca, 12 Mosley Street, Manchester, M2 3AQ

Second Floor, Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ
Neo Skin Ltd, 14 Mosley Street, Manchester, M2 3AQ
Third Floor, Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ
Fourth Floor, Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ
Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ
Basement, 18 - 22 Mosley Street, Manchester, M2 3AQ
Betfred, 10 Mosley Street, Manchester, M2 3AQ
24 Mosley Street, Manchester, M2 3AG
Basement To Third Floor, 17 York Street, Manchester, M2 3BA
Fourth And Fifth Floor, 17 York Street, Manchester, M2 3BA
36 Fountain Street, Manchester, M2 2BE
40 Fountain Street, Manchester, M2 2BE

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Upper King Street (Extension) Conservation Area 1985
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: CENTRAL