

Planning**Growth & Development****Delegated officer report for planning application**

Application no. 136043/FO/2023
Date registered valid: 23 January 2023
Proposal: Erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (level 12 and 13) and other associated works including external amenity spaces (Plot 10A)
Address: Land Bounded By River Street To The North, Plot 10B To The East, Hulme Street To The South And The Development Plot 9A To The West, Manchester
Ward(s): Deansgate Ward
Applicant: First Street Developments Ltd
Agent (if any): Mr Niall Alcock Deloitte
Case officer: Angela Leckie
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Recommendation: Approve
Date of recommendation: 05-04-23

Application details

Type of application: Full Application Consent

Development type: Major Office

Date of site visit: 24-02-23

Standard consultations:

Printed: 24 February 2023 Expired: 26 March 2023

Neighbour notifications

Printed: 31 January 2023 Expired: 21 February 2023

Site notice

Posted: 30 January 2023 Expired: 20 February 2023

Press advert

Published: 7 February 2023 Expired: 28 February 2023

Departure from Development Plan: No

Environmental Statement: RECV

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to a 0.36 hectares brownfield site bounded by River Street to the north, Plot 10b to the east, Hulme Street to the south and Newcastle Street to the west (the 'Site') within Manchester City Centre. It lies within part of the City Centre known as First Street (Estate).



The site was last used as a temporary event space for organised outdoor events including Manchester Pride festival, which ended in August 2021. The site currently comprises hardstanding with a minimal amount of vegetation. The Site slopes downwards from the south-west to the north-east towards River Street. The Site can be accessed by vehicle via Newcastle Street; however, this is restricted by hoardings around the perimeter and locked gates to north and south.

The site and the wider First Street Estate lie within part of the City Centre which is covered by the 2018 First Street Strategic Development Framework (the 'SDF') (updated 2020) and forms part of a wider Plot 10 of the First Street SRF, which is split into two plots: Plot 10a to the west (the 'Site'), fronting onto First Street; and 10b to the east, fronting onto River Street. Within the SRF First Street is divided into a number of smaller development zones. The application site lies within the zone known as First Street Central.

Within First Street North (FSN) to the north and north-west of the Site are the completed offices known as No.1 and No.8 First St. An area of public realm known as James Grigor Square is located north-west of the Site and provides outdoor space for the First Street Estate. Beyond this is a cultural hub for the city including HOME a contemporary art, film and theatre complex alongside a wider mix of uses including student accommodation, a multi-storey car park ("MSCP") and a range of food and drink operators, as well as new public spaces centred around public realm within Tony Wilson Place,

To the east of the Site is Plot 10b and further beyond are former mill buildings including Macintosh Mill, Chorlton Mill and Cambridge Mill which are Grade II listed and are in use for a mix of residential and office uses.

Within First Street South (FSS) to the immediate south is the under-construction Plot 11 Downing site (125573/FO/2019), which comprises four co-living towers of varying heights (between 10 and 45 storeys). Slightly further south of the Site, beyond Parkway Gate and Medlock House student accommodation, is the Mancunian Way – a key arterial vehicle route into the City.

Also within FSC immediately west of the Site is Plot 9 of the First Street Masterplan, a nine storey 'net-zero' office on the northern half of Plot 9 (Plot 9A) has been approved under Planning Permission 132600/FO/2021). This will be occupied by the Government Property Agency. The southern half of Plot 19 (Plot 9b) remains a vacant future development site identified within the SDF for commercial office development.

Beyond Plot 9 to the west, on the opposite side of Medlock Street, Planning Permission was granted in January 2020 for two Grade A office buildings at 11- and 14-storeys respectively at One City Road (Planning Permission Ref. 128002/FO/2020). South of One City Road, plans have been submitted for a mixed-use development comprising a 13 storey office building and 38 storey PBSA building on the site of the existing Premier Inn on Medlock Street (planning application reference 135419/FO/2022).

The site benefits from close proximity to a range of amenities including: bars and restaurants, shops and offices.

The closest residential properties are at Macintosh Mill, Chorlton Mill and Cambridge Mill and within the adjacent Great Jackson Street area which includes Deansgate Square.

The Site is not within a Conservation Area but Castlefield Conservation Area is located 335m to the west and Whitworth Street Conservation Area is located 396m to the east. Listed buildings close to the site include Macintosh Mill, Mill chimney stack on west side of junction with Cambridge Street, Chorlton new mill and attached chimney, Chorlton Old Mill, Mill on north east corner of junction with Chester street, Manchester South Junction and Altrincham Railway Viaduct, Chatham Mill, Rochdale Canal lock number 89 (Tib Lock), on south side of Havelock Mills, Manchester Oxford Road Station (including platform structures). These are all Grade II Listed.

The Site is close to all forms of public transport with Metrolink stops at Deansgate and St Peters Square and train stations at Manchester Oxford Road. Regular bus routes run along Medlock Street and Cambridge Street immediately adjacent to the site as well as the nearby Oxford Road.

The north east part of the Site is located within Flood Zone 2, whilst the remaining areas are located within Flood Zone 1. The site is within a Critical Drainage Area

The application is being considered concurrently with a separate application on Plot 10b for erection of 14-storey building comprising purpose-built student accommodation (PBSA) (Sui Generis) and ground floor foodhall (Sui Generis Use), and other associated works including external amenity spaces, public realm, secure cycle parking, access and servicing arrangements (application ref no 136170/FO/2023). It is noted notwithstanding this that each plot is capable of being developed and accessed independently of the other.

Planning permission is sought for the erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (level 12 and 13) and other associated works including external amenity spaces.

In terms of overall floorspace 33,682 sqm of commercial office space is proposed. The development would include a Cycle Hub and Fitness Studio which would include storage of 204 cycles, 200 lockers, 20 showers, drying lockers and cycle maintenance facilities. Cyclists will also enter the building via a dedicated cycle path and access point.

The ground floor would accommodate distinct entrances for both the office and cycle store, as well as shared workspace for informal meetings and breakout spaces. The reception would feature a double height void providing views from Floor 01 above into reception. The ground floor would be subdivided into various co-working spaces. The basement would contain plant space. Back of house, substations and further plant space would be provided to the north of the building with a designated service area and entrance providing a connection to a post / package store room. There would also be a further plant area on floor at 12th floor level.

Amenity areas for tenants would be provided within Winter Gardens on every level provide occupant controllable environments for access to fresh air and improve wellbeing. There would also be 2 external terraces: A private external terrace for the occupier at the Eleventh Floor and a terrace at the Twelfth Floor open to all users of the building. This terrace would be highly flexible and easy to adapt for social and business events.

The building has been designed to be at the forefront of flexible and high-quality, sustainable Grade A office floorspace that caters to market demands. As well as NABERS 5.5* rating, the building is also targeting WELL Building Standards, BREEAM Outstanding and an EPC A rating. The scheme is to be all electric in terms of heating and other building services. Heating, cooling and hot water provision for the buildings is assumed to be provided by air source heat pumps (ASHPs) powered by electricity. In addition 350 m² of PV's would be located at roof level.

The office floors would be served by a mixed mode ventilation system. Manually opening ventilation panels/windows would allow the building to be naturally ventilated when the external weather conditions permit. The use of natural ventilation would contribute to the highly sustainable features of the building by reducing energy requirements and providing fresh air for occupiers. Dedicated tenant service risers have been provided around the core, along with associated plant space at roof level.

Blue roofs are proposed for terrace areas (floors 11 & 12).

Vehicle access to the site is from Hulme Street with service access to the north east elevation of the building. This access is shared with Plot 10b adjacent.

A service yard area is to be provided between Plots 10a and 10b with a new access route for service vehicles from Hulme Street. In this area, the highway will be defined by low kerbs over which the vehicles can overrun. The service yard would be delivered in full once the Plot 10b proposals are brought forward. In the interim period, the service yard has been designed to still be able to accommodate service vehicles reversing into the service yard. The refuse store would be located at ground floor with direct access to the service street to the north of the building. The store benefits from ramped access and is connected to the wider building by the Goods Lift. The waste would be collected daily via a private collection, as is the case around the whole of the First Street Estate.

There would be level thresholds to entrances. All internal horizontal and vertical circulation routes and doorways would have clear widths.

The building would have a tripartite sub-division with a regular elevational form from the ground to the 12th floor and a façades treatment addressing all four sides. The elevations would be a mix of capless clear and back painted curtain wall glazing, pre-cast copper coloured concrete panels and copper coloured anodized metal panels and metalwork. The pre-cast panels would be a mix of flat polished and acid etched scalloped ribbed panels.

In terms of public realm this would comprise areas of hard and soft landscaping around the site perimeter including 11 street trees. The intention is that this would be a continuation of the existing First Street public realm. Lighting and a number of informal seating areas, a wayfinding totem and bollards are also proposed. Permeable surfaces have been incorporated into the landscaping proposals to enable drainage through sustainable drainage.

The maximum height of the final building height of approx. 59.37m AGL

The proposal does not include parking and it is envisaged that the nearby Q car parks where there are 28 spaces would be used. There are also 3 disabled parking bays opposite the site. The application is supported by a Framework Travel Plan.

It is noted that the buildings on Plot 10 have been re-orientated from that shown indicatively in the 2018 First Street masterplan. Previously, it was envisaged that Plots 10a and 10b would comprise two offices of equal footprint on the northern and southern halves of the site. The current proposals have re-orientated the buildings so they occupy the western and eastern halves of Plot 10 respectively in longer linear blocks.

In support of this amendment to the plot layouts the applicants have stated the following advantages:

- Extension and retention of First Street along a single frontage;
- Availability of more diverse floorplates;
- Creation of larger office with address directly from Medlock Street and First Street;
- Avoids Plot 10b as a potentially less attractive commercial office location; and
- Focus on public realm enhancement along the key routes of River St, Wilmott St and First St.

They consider that the new layout and mix of uses would allow the buildings to respond more sensitively to surrounding uses and help the legibility of the north-south connections.

This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement; Planning and Tall Buildings Statement; Design and Access Statement; Green and Blue Infrastructure Statement; Statement of Community Consultation; Heritage Statement; Townscape and Visual Impact Assessment Noise Assessment Report; Wind Microclimate Study; Sunlight and Daylight Assessment; Archaeological Report; Air Quality Assessment; Environmental Standards and Energy Statement; BREEAM Assessment; Mechanical and Ventilation Strategy; Ecological Survey; Site Waste Management Strategy; Ground Conditions Assessment; Flood Risk / Drainage Strategy; Transport Statement and Interim Travel Plan; Crime Impact Statement; TV and Radio Reception Survey; Topographical Survey; Landscaping Design and Access Statement; Local Labour Benefit Statement; and Environmental Statement

Consultations

Publicity – The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, accompanied by an Environmental Assessment, affecting the setting of a listed building, as affecting a public right of way and as a public interest development. Site notices have also been placed adjacent to the application site. No representations have been received.

Historic England – Have no comments

Highways Services- Have no objections subject to conditions in relation to servicing management, off site highway works, the adoption of a Travel Plan and the agreement of a Construction Management Plan.

Environmental Health – (Street Management and Enforcement) - Recommends conditions relating to the acoustic insulation of the premises and any associated plant and equipment, fume extraction, the storage and disposal of refuse, the hours during which deliveries can take place, hours of operation including external areas, air quality and the management of construction.

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented.

Greater Manchester Ecology Group – Have no objections and note that the landscaping proposals would lead to an uplift of over 10% in terms of Biodiversity Net Gain (BNG). A number of conditions are recommended including securing the inclusion of measures to promote biodiversity such as bird and bat boxes.

Flood Risk Management Team – Have no objections but have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions should be attached to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

Environment Agency – Have no objections. They have recommended that a number of conditions are attached to any consent granted in relation to Piling and contaminated land.

United Utilities – Have no objections but have requested a condition in relation to foul and surface water drainage.

Work and Skills - – Recommend that a local labour condition for the construction and end use phases which requires a report of local labour achievements.

Greater Manchester Archaeological Unit – Notes that potential for below-ground remains of archaeological interest are likely to survive within the application area, including a section or channel of a former watercourse (probably the River Medlock) and buildings within adjacent marked plots south of the channel and back-to-back workers' housing, some of which may be cellared. A condition should require further investigation and recording.

Natural England – No comments received.

United Utilities – No comments received.

Cadent Gas – Have lodged a holding objection.

Issues

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 is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012): The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

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

SO1. Spatial Principles this is a highly accessible location and development here would reduce the need to travel by private car and support the sustainable development of the City and help to halt climate change.

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

SO5. Transport The development would be highly accessible, reduce the need to travel by private car and make use public transport effectively. Sustainable transport networks would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment The development would seek to protect and enhance the natural and built environment and ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of the area in a strategic regeneration area. The buildings would be high quality and complement existing and recent developments.

Policy EC1 (Land for Employment and Economic Development) – The proposal would develop a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place in the wider area. It would provide users and employees with 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 with excellent sustainable transport facilities nearby. The scale and type of development would not undermine delivery of employment space elsewhere.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – This would be a high quality development providing offices in 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 by being 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 maximise the efficient use of land available within the challenging constraints of the densely development City Centre.

Policy CC7 (Mixed Use Development) – The development has been designed to have active ground floor frontages on the principle elevations to River Street and First Street.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and by the end use as offices.

Policy CC9 (Design and Heritage) - The design would be high quality. Its impact on the settings of nearby listed buildings. This is discussed in more detail in the report.

Policy CC10 (A Place for Everyone) – The proposals would complement the ongoing wider regeneration of First Street and would be fully accessible.

Policy T1 (Sustainable Transport) – The proposal would encourage 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 proposal would be 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 high quality design would enhance the character of the adjacent conservation area and the image of Manchester. The design responds positively at street level and would enhance permeability. The positive aspects of the design are discussed in more detail below.

Policy (EN3 Heritage) – The impact on the settings of the nearby listed buildings and conservation areas is discussed in more detail later in the report.

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

Policy EN8 (Adaptation to Climate Change) – As well as NABERS 5.5* rating, the building is also targeting WELL Building Standards, BREEAM Outstanding and an EPC A rating.

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and biodiversity enhancements are proposed.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise emissions from traffic generated by the development. The proposal would not compromise air quality. No car parking is proposed and cycling is encouraged and electric car charging provided. Dust suppressions measures will be used during construction.

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

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks arising from ground contamination and, as under Policy EN17 above, the impact could be controlled through a condition.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The onsite management team will ensure the various waste streams are appropriately managed.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building along with associated impacts on amenity. These issues are considered full, later in this report.

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 DC18.1 Conservation Areas – The proposal would not impact on any conservation areas.

Saved Policy DC19.1 Listed Buildings – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Saved Policy DC20 Archaeology – An archaeological desk based assessment concludes that GMAAS believe that there could be below ground remains. Further investigation and appropriate recording can be secured through a condition attached to any consent granted.

Saved Policy 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.

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 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.

'Powering Recovery: Manchester's Recovery and Investment Plan' – This sets out what Manchester is doing to respond to the COVID-19 pandemic and reinvigorate its economy, with plans to protect and create jobs, and support new business opportunities in the city's economy. It sets out how Manchester can play a leading role in the levelling-up agenda, with ambitious plans to build on recent investment in economic assets and infrastructure and accelerate the growth in high-productivity sectors including the Digital, Creative, Technology and Health Innovation Sectors alongside the well established financial and professional services sectors. This includes support for major job-generating investment with high-growth sectors, new-starts and scale-up. The office space would create high quality office space in a highly sustainable location with excellent transport links. This would support the aim to secure a highly skilled and knowledge intensive workforce within the City.

The development would intensify the levels of economic activity associated with this part of the City Centre and would as part of the wider delivery of the First Street SRF, build on the success of the adjacent Civic Quarter and Oxford Road Corridor.

First Street (SRF) and Masterplan (2018) – The original First Street SRF in March 2011 aimed to create a new business destination. It recognised that First Street must be embedded within its wider neighbourhood in order to unlock its full potential and provide the stimulus for wider physical regeneration activity. An addendum to the SRF was endorsed in July 2020. Whilst the addendum is focused on the plots west of Medlock Street, it also reiterated the economic context of the regeneration area and the demand for office space in the city.

The SRF identifies three distinct areas: First Street North (FSN), First Street Central (FSC) and First Street South (FSS). Once completed, the area is expected to deliver up to 2.5 million sq. ft. of commercial space, 324,300 sq. ft. of retail, leisure and hotels, 1 million sq. ft residential development, 73,300 sq. ft. of civic, cultural and amenity space, 225,000 sq. ft of car parking and other uses. The area is identified as having the potential to support 10,000 jobs. The proposal is within First Street Central and is entirely consistent with the vision for FSC.

The 2018 Framework updated the development principles for the First Street Central area of the masterplan, particularly Plots 9 and 10, to consider the potential for greater scale and density on these plots to ensure that First Street can meet the level of demand in the area and maximise its contribution to the City's economic growth

The proposed emphasis on the provision of public open space and enhanced connectivity through the site, will better support key design and development objectives noted in the First Street SRF. This reflects that proposals should include extensive, high-quality public realm and enhance connections towards the City Centre.

Corridor Manchester (Strategic Spatial Framework) - The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester

Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

Oxford Road Corridor (ORC) following the preparation of the Corridor Strategic Vision to 2025.

The SSF identifies the enormous growth potential of the ORC noting the significant committed and planned investment of its major institutions (estimated in the document at £2.6 billion between 2015 and 2025) delivering research, innovation, commercialisation, skills, academic excellence and incubation facilities. It also highlights the need to support the private sector in order to realise the potential of high value added and high growth companies on a significant scale within Oxford Road Corridor.

The SSF identifies the essential role that surrounding neighbourhoods, such as First Street, will play and how that role will be facilitated through the creation of high quality connections and new public realm. There is a finite supply of land space to grow in and around the Corridor and this is likely to become more and more of a significant challenge in terms of growth potential.

The SSF set out the benefits of clustering through good quality and legible north-south and east-west connections. The site is located within First Street and therefore within easy reach of the wider Oxford Road Corridor, it represents a key opportunity, in a sustainable, attractive location, which will support the City's strategic growth objectives.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan. 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". This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities.

The site of the current planning application falls within the area designated as First Street Central. This seeks to establish a new office destination targeted at a range of commercial occupiers, providing the benefits of a highly accessible central but competitively priced city centre location. The proposals would be in keeping with the aspiration set out for that area building on the office space already delivered, under construction and approved within the SRF Area.

Stronger Together: Greater Manchester Strategy 2016-2025 - This is the sustainable community strategy for the Greater Manchester City Region. The Manchester Strategy 2016-25 also identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region and a high quality of life. All its residents are able to contribute to and benefit from sustained prosperity.

The proposed office accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

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, creation of employment opportunities, increasing the level of residential accommodation along with creating a major visitor destination is fundamental to achieving that vision.

Delivery of a new office block would create a substantial amount of employment opportunities that range from contributing to the supply chain indirectly. The new office block would contribute directly to creating an environment that attracts investment into local and regional centres within Greater Manchester and in Manchester, which is seen as the heart of the region

National Planning Policy Framework (2021) The revised NPPF re-issued in February 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 planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a Strong, Competitive Economy' states that Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (para 81).

The proposal would bring 33,682 sqm of grade A office space to the site and create up to 1,025 direct FTE jobs. These jobs could generate GVA of £78.8m per annum, estimated by applying the average GVA per FTE for the relevant sectors in Manchester.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 92). The proposal would be safe and secure. Cycle parking is provided. Disabled parking will be available in the wide First Street Estate including within the nearby Multi Storey Car Park. New public realm and green infrastructure would be provided.

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

In assessing applications for development, 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. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan 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).

The proposal would re-use a brownfield site most recently used as an events space and previously as a temporary surface car parking The scale and density of the proposal is

considered to be acceptable and represents an efficient use of land. The office space would meet known regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site. There would be no car parking reducing car journeys associated with the development.

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

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

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

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promotes 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.

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

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

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

The buildings fabric would be highly efficient and it would be use only electricity for heating and other building services. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

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

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

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in pace during construction. There would be a travel plan and access to public transport encouraging alterative travel choices.

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

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

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

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

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider: • whether or not a significant adverse effect is occurring or likely to occur; • whether or not an adverse effect is occurring or likely to occur; and • whether or not a good standard of amenity can be achieved.

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

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

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (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.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas: - Construction Methodology and Phasing; - Sunlight and Daylight Assessment; - Wind Microclimate Assessment; - Cumulative Effects. The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current site condition as a cleared site.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information: - A description of the proposal comprising information about its nature, size and scale; - The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. Conservation Area Designations

The Scheme’s Contribution to Regeneration, Principle of Proposed Uses and Socio Economic Impact - Regeneration is an important planning consideration as the city centre is

the primary economic driver of the region and is crucial to its economic success. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. The economy is expected to strengthen and diversify post Covid with high added-value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors.

There has been a significant amount of regeneration in this part of the City Centre over the past 25 years as a result of private and public sector investment. Within and in the areas surrounding the First Street SRF Area. Major redevelopment has and continues to take place within the Great Jackson Street Area, the Civic Quarter, Lincoln Square and St Michael's sites.

The proposal is consistent with the SRF. The proposal has a critical part to play in delivering the SRF in terms of the addition of a critical mass of high-quality city centre uses; and the related investment in public realm and pedestrian routes as part of the public realm and landscaping enhancements which along with the delivery of development on Plot's 9 and 11 will significantly transform a key area within the SRF.

The proposals would directly contribute to the Council's strategic objectives and would deliver a number of economic, social and environmental benefits which would all contribute to the growth and success of the City and City Region.

The design of the development would respond to specific demand arising from companies increasing their environmental awareness and corporate social responsibility targeting to NABERS 5.5*, to deliver one of the most sustainable buildings within Manchester City Centre. This cutting edge level of sustainability would be achieved through a series of interventions, primarily utilising a fabric first approach and incorporating measures to reduce energy consumption which are detailed in more depth below.

In addition to NABERS, the Proposed Development is also targeting WELL Building Standards, BREEAM Outstanding and an EPC A rating. The development would include a smart platform for the development that provides a building social media platform and also allows a more efficient management of some of the building and contributes to energy saving through integrated building intelligence and further enhancing to the sustainability credentials of the building.

There is continued demand for Grade A office floorspace within Manchester City Centre, and the proposed development has the potential to provide exemplary workspaces within Manchester City Centre.

The 2018 SDF envisages medium height commercial office development of up to 17-storeys on Plots 9 and 10 of First St. Indicative massing assumed that taller buildings would be located to the north (Plots 10a and 10b as originally laid out).

As set out above the Site is located within close proximity to a number of regeneration areas and has the opportunity to be a key linkage between these areas to help create a cohesive City.

The proposed development is expected to deliver significant economic benefits including: supporting 155 FTE construction job years during a 104 week construction phase, delivering a total GVA contribution of circa. £14.5m through the direct, indirect and induced construction effects over the construction period.

The offices would be in a highly sustainable area, In excess of 1,025 FTEs could be provided once fully occupied generating GVA worth £87.8mm per year. Delivery of a range of jobs,

including highly-skilled roles, graduate-relevant opportunities, and entry-level roles would be accommodated helping to drive economic growth and productivity in the city and support inclusive growth objectives and providing opportunities for local residents, potentially reducing the average distance travelled to work. There would also be supply chain benefits leading creating more jobs. Local expenditure would increase during the construction phase and via office occupiers on completion. There would also be supply chain benefits leading creating more jobs.

High density employment at a priority regeneration area would maximise the economic potential of a highly accessible site. It would contribute to ongoing regeneration of First Street and deliver value added economic growth in a key growth sector (financial and professional services). It would enable the City to compete for occupiers nationally and internationally and support the next phase of the City's economic growth.

The agglomeration benefits of the delivery of one of the final Plots within the First Street SRF Area would lead to the creation of thousands of jobs. Development in this sustainable location could help to manage climate change and should help the City to tackle climate change and be more environmentally resilient.

These proposals would deliver significant regeneration benefits. It would encourage better physical and visual engagement and integration with adjacent communities and along with the delivery of Plots 11 and 9 currently on site would establish a sense of place in this part of First Street.

With a clearly defined entrance onto River Street and James Grigor Square opposite, the office block would engage with the surrounding streets and public space, providing access for pedestrians. The proposals include significant areas of active frontages along River Street and First Street and the new public realm will help activate this emerging area, which is already starting to take shape through construction on the adjacent Plot 9a.

Design and CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 13 storey building is appropriate in this location. A key issue for consideration is whether the height proposed is appropriate and this needs to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, the design parameters set out within relevant SRF's and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Principle of proposed height and design

The site sits within a mixed context in terms of height. Whilst the area includes large former mills including Macintosh Mill, Chorlton Mill and Cambridge Mill (all Grade II listed) and Hotspur Press on Cambridge Street, the south and south west of the site are dominated by the Mancunian Way and PBSA which ranges from 8 to 18 storeys. On Plot 11 the co-living scheme under construction ranges in height from 10 storeys to 45 storey and beyond this is Great Jackson Street where large scale residential schemes are progressing.

The 2018 SRF supports a buildings of up to 17 storeys on Plot 10b noting that an increase in scale and density will respond to the emerging spatial context around First Street and create a powerful visual and functional connection between the edge of the City Centre and its core. The proposed height also needs to be considered within the context of the now emerging larger scale to the south and east of the site and the response to this which the heights indicated in 2018 were based on.

The development of this vacant site would enhance the sense of place and respond to the massing, proportions, elevational subdivision, colours, and materials of adjacent buildings in a contemporary manner. It would pick up the regular size and rhythm of window openings and establish a plinth level.

It would have a tri-partite subdivision typical of the larger historic buildings in the adjacent areas. The materials and fenestration would differentiate the ground floor, the middle, and the top. It would create a sense of enclosure, define the street block, and follow the historic back of pavement building line. A limited palette of high quality materials would be used.

The Core Strategy requires tall buildings to create a unique, attractive, and distinctive City. They should enhance the character and distinctiveness of the area without adversely affecting valued townscapes or landscapes or intruding into important views. The site and its context undermine the quality and character of the townscape in the area and the lack of street level activity creates a poor impression.

The proposal would improve the area and use the site efficiently. The design would respond to the surrounding context and the regular pattern of bays would reference a City Centre building typology. Deep piers would reflect the character of nearby historic mill buildings and brick detailing would provide further interest. A development of this scale is appropriate at this site so long as the impacts on the amenity of local residents are within acceptable levels.

Design Issues, relationship to context and the effect on the Historic Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The key potential heritage impacts are on the significance of designated and non-designated heritage assets, from development in their setting comprising impacts on the setting of the adjacent Grade II Listed Chorlton new mill and attached chimney, Chorlton Old Mill, Mill on north east corner of junction with Chester street, Manchester South Junction and Altrincham Railway Viaduct, Chatham Mill, Rochdale Canal lock number 89 (Tib Lock), on south side of Havelock Mills, Manchester Oxford Road Station (including platform structures).

The scale is larger than some of the tighter and lower rise urban grain around the site but more in keeping with the scale of the emerging developments within First Street South and First Street Central as detailed above. By rotating the blocks by 90 degrees it allows Plot 10a & 10b respond positively to John Grigor Square, and free up Hulme Street to act as primarily service access.

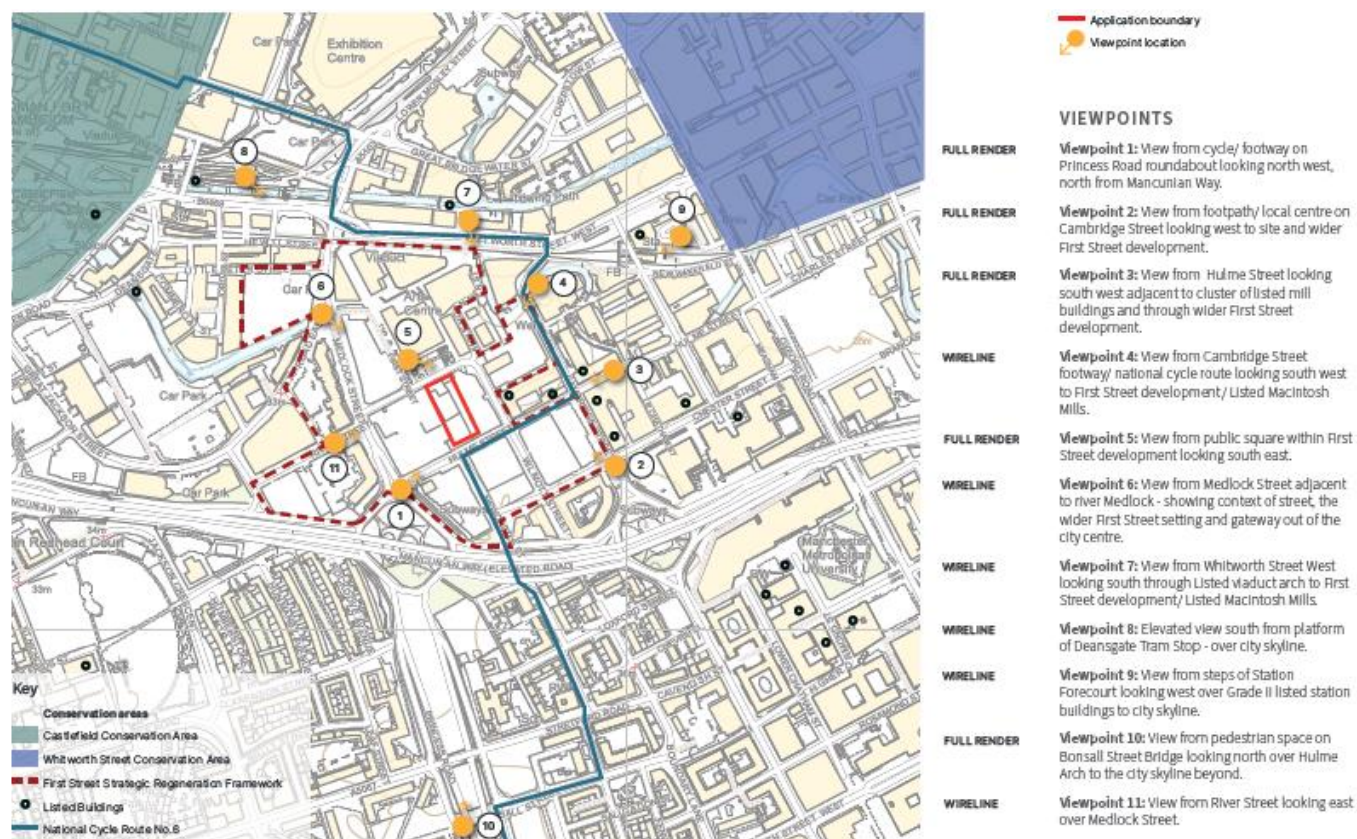
The design was discussed widely at pre-application with stakeholders, including residents and Historic England, to ensure that it is viable and deliverable, of a high quality and appropriate. This engagement has resulted in a form of development which seeks to mitigate the level of harm to adjacent heritage assets.

Impact on Designated and Non-Designated Heritage Assets and Townscape and Visual Impact Assessment

The effect on key views, listed buildings, conservation areas, archaeology and open spaces has been assessed. When seen from radial approaches, the city centre skyline expresses its density. Taller buildings are an essential part of the character of any dynamic city. There are historic buildings and larger, more modern developments nearby. However, any redevelopment of the site cannot undermine the wider setting of the historic heritage as described above.

A Heritage Assessment used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017) has assessed the impacts on the Heritage Assets detailed above. A

Townscape and Visual Impact Assessment (TVLA) was undertaken in accordance with the methodology and approach set out in the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA) Third Edition' (2013) – produced by the Landscape Institute (LI) and IEMA and Historic England Advice Note 4: Tall Buildings on 4 March 2022. The visual assessment has analysed the impact on the townscape significance from a baseline of 11 key views. The views also considered the site's wider heritage context and the impact on the setting of listed buildings in 5 of these views were assessed for potential heritage impact. In terms of the TVLA views 6 and 7 are not discussed below as the proposed building is not visible in those views. The TVLA has included consideration of changes to townscape, changes to urban grain, changes to building heights and changes to site character.



Chatham Mill, Rochdale Canal lock number 89 (Tib Lock), on south side of Havelock Mills, and Manchester Oxford Road Station (including platform structures) have been scoped out of the Heritage Assessment as these assets are not visible in views of the site.

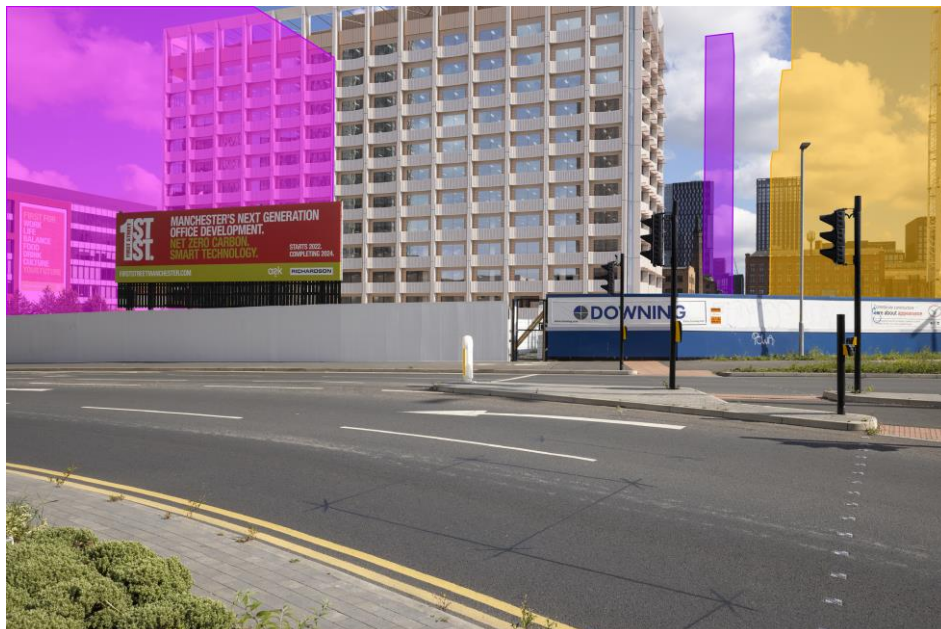
View 1: Baseline | View from cycle/ footway on Princess Road roundabout looking north west from Mancunian Way.



View 1: Plot 10a photomontage | View from cycle/ footway on Princess Road roundabout looking north west from Mancunian Way.



View 1: Plot 10a + cumulative photomontage | View from cycle/ footway on Princess Road roundabout looking north west from Mancunian Way.



Baseline : This is an open view from the footway next to Premier Inn looking over Medlock Street, a major roadway, towards the high rise contemporary towers in the background. In front of them there are mid rise historical brick buildings of Grade II listed mills. Ongoing construction works and future development plots for First Street development are prominent in the view.

The value of the view has been assessed as 'low' because it is not particularly important as a viewpoint, however it does form a key gateway into the city centre from the south. The susceptibility to change has been assessed as 'low' because the view is largely experienced by people travelling along Medlock Street, and the view is incidental to the journey. The overall sensitivity of the receptor is therefore 'low'.

Townscape Impacts: Plot 9 (9 storeys) will appear prominently in the view in all cumulative scenarios due to the proximity of Plot 9 to the viewpoint location, and positioning in front of the development. The scale and massing of Plot 9 is consistent with the Proposed Development and will help to positively reinforce the First Street character. Plot 11 will be partially visible within all cumulative scenarios and will reinforce the building line along Princess Road. Great Marlborough Street will also appear noticeably in all cumulative scenarios, appearing as a singular tall, landmark element distinct from the character of First Street. The close proximity would allow an appreciation of the high quality design and architectural detailing of the building, symbolising the continuing regeneration of the First Street site and creation of First Street Central. The magnitude of effect is considered to be medium beneficial, and it is considered that significance of effect would be minor.

Cumulative Impacts: There are likely notable effects in all cumulative scenarios due to the extent of cumulative development within the view, close proximity to the viewpoint and to the development.

View 2: Baseline | View from footpath/ local centre on Cambridge Street looking west to site and wider First Street development.



View 2: Plot 10a photomontage | View from footpath/ local centre on Cambridge Street looking west to site and wider First Street development.



View 2: Plot 10a + cumulative photomontage | View from footpath/ local centre on Cambridge Street looking west to site and wider First Street development



Baseline: The high rise towers of Great Jackson Street and River Street form the background of the view. Ongoing construction is prominent within the view and indicates the ongoing transformation of the area. An area of surface parking is behind a tree lined footpath on the right. The view is framed by a student accommodation building on the left.

The value of the view has been assessed as 'low' because it is not particularly important as a viewpoint. The susceptibility to change has been assessed as 'low' because the view is largely experienced by people travelling along Medlock street, and the view is incidental to the journey. The overall sensitivity of the receptor is therefore 'low'.

Townscape Impact: Very minor glimpsed views of the upper corner of Plot 10a will be visible above the treeline. The very minor glimpsed view of Plot 10a will not change the overall character of the view but will indicate ongoing development of the First Street vision. The magnitude of effect is considered to be negligible beneficial, and it is considered that significance of effect would not be significant.

Cumulative Impact: There are Likely significant effects in all cumulative scenarios due to the scale and massing of Plot 11.

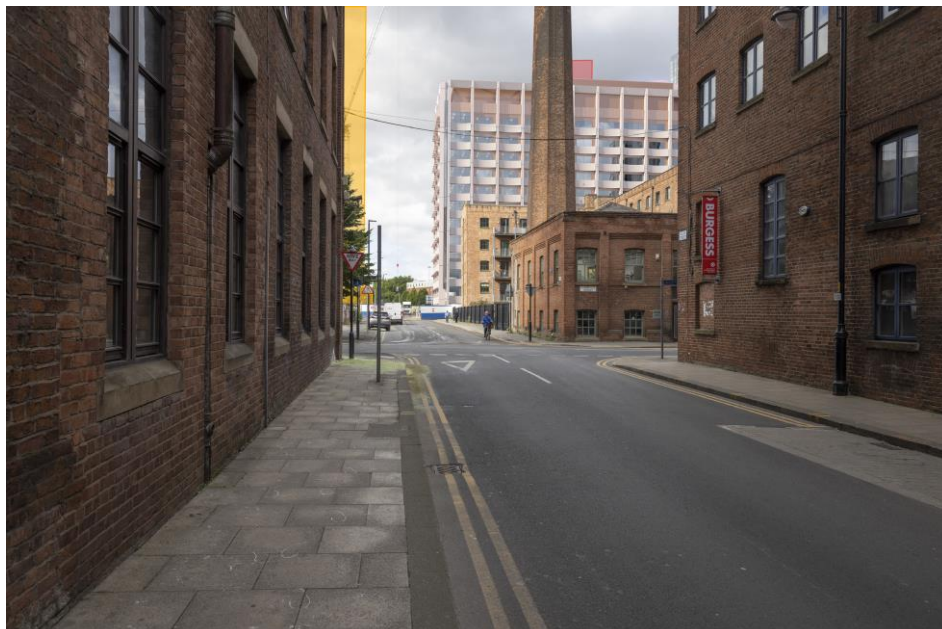
View 3: Baseline | View from Hulme Street looking south west adjacent to cluster of listed mill buildings and through wider First Street development.



View 3 : Plot 10a photomontage | View from Hulme Street looking south west adjacent to cluster of listed mill buildings and through wider First Street development.



View 3: Plot 10a + cumulative photomontage | View from Hulme Street looking south west adjacent to cluster of listed mill buildings and through wider First Street development.



Baseline : Framed view west towards Site, looking across First Street Development area from Hulme Street. View includes mix of listed heritage buildings in the foreground and midground, and contemporary buildings in the distance. Distinctive Grade II Listed Mill Chimney Stack is visible. The value of the view is 'medium' due to the important cultural context and views to the chimney stack. Susceptibility to change is assessed as 'medium' because the view is moderately important to the quality of the journey along Hulme Street due to the listed mill. Overall sensitivity is therefore 'medium'.

Townscape Impact: The proposed development would form a new contemporary built element within the view, in addition to existing contemporary development in the backdrop of the view. The chimney of the listed mill would remain visually prominent above the roofline of Plot 10a.

The Plot 10a building and design would contrast with the listed mill ensuring that the mill remains a focal element in the view. The development would respect the existing building line and street frontage and building form. The development would signal the emerging development of First Street Central and the ongoing regeneration of the First Street area. The magnitude of effect is considered to be small beneficial, and it is considered that significance of effect would be minor significant.

Cumulative Impact: Partial views of the development would be visible above the treeline. Views to the historic mill will be retained. The partial views will signpost the new First Street Central neighbourhood and add a contemporary built element to the view.

View 4 : Baseline | View from Cambridge Street footway/ national cycle route looking south west to First Street development/ Listed Macintosh Mills



View 4: Plot 10a photomontage | View from Cambridge Street footway/ national cycle route looking south west to First Street development/ Listed Macintosh Mills.



View 4 : Plot 10a + cumulative photomontage | View from Cambridge Street footway/ national cycle route looking south west to First Street development/ Listed Macintosh Mills.



Baseline : The foreground and mid-ground of the view is defined by buildings and structures of heritage value. In the background there are visible cranes of ongoing First Street South construction. On the right side the brick building of Hotspur House is framing the view. Tree cover screens more contemporary development to the right within the view, however this is likely to be more visible when the trees are not in leaf. The value of the view has been assessed as 'low' because it is not particularly important as a viewpoint. The susceptibility to change has been assessed as 'High' because the viewpoint is located on the National Cycle Route, and viewers are likely to be focussed on the townscape and sensitive to change. The overall sensitivity of the receptor is therefore 'medium'.

Townscape Impact: Partial views would be available above the treeline. Views to the historic mill would be retained. The partial views would signpost the new First Street Central neighbourhood and add a contemporary built element to the view. The magnitude of effect is considered to be minor beneficial, and it is considered that significance of effect would be minor significant.

Cumulative Impact: There would be no significant cumulative effects in any cumulative scenarios due to the limited views of cumulative development.

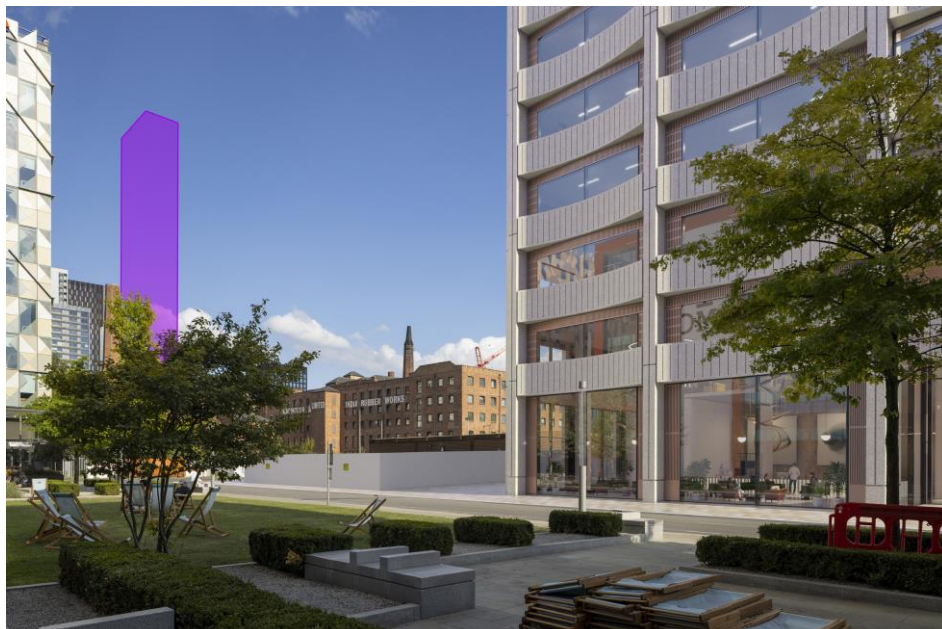
View 5 : Baseline | View from public square within First Street development looking south east



View 5: Plot 10a photomontage | View from public square within First Street development looking south east



View 5 : Plot 10a + cumulative photomontage | View from public square within First Street development looking south east.



Baseline : This view is from the public square within the First Street development area towards the Mackintosh Mill in the background. There is a mixed built form – with more contemporary medium rise buildings and listed chimney stack/ mill buildings to backdrop of view. The view is currently very open in character due to a lack of built form.

The value of the view has been assessed as ‘medium’ because the public square creates a point where users will dwell and appreciate the views. The susceptibility to change has been assessed as ‘high’ because users of the public space are likely to be focussed on the view.

Townscape Impact: There would be visual impacts on close-range views of the development from the square. Active uses at ground level and high quality landscape treatment would embed the development into the context.

The proximity of the construction works would result in a temporary adverse effect on the character and quality of James Grigor Square. The addition of Plot 10a would infill an existing void within the First Street neighbourhood and enclose and activate the square. The magnitude of effect is considered to be medium beneficial , and it is considered that significance of effect would be moderate significant.

Cumulative Impact: There would be no significant cumulative effects in any cumulative scenarios due to the limited views of Plot 11, and long-range views to Great Marlborough Street.

View 6: Baseline | View from Medlock Street adjacent to river Medlock - showing context of street, the wider First Street setting and gateway out of the city centre

The development would not be visible in this view.

View 7 : Baseline | View from Whitworth Street West looking south through Listed viaduct arch to First Street development/ Listed Macintosh Mills.

The development would not be visible in this view.

View 8 : Baseline | Elevated view south from platform of Deansgate Tram Stop - over city skyline.



View 8: Plot 10a photomontage | Elevated view south from platform of Deansgate Tram Stop - over city skyline.



View 8: Plot 10a + cumulative photomontage | Elevated view south from platform of Deansgate Tram Stop - over city skyline.



Baseline: The viewpoint forms a key arrival/orientation point for people arriving into the city by train. Residential blocks to the left and right of the view. Mix of contemporary built form – with First Street development in the distance.

The value is 'medium' with some importance as a visitor viewpoint at a key gateway/arrival point into the city. Susceptibility to change is 'medium' as the open city skyline would be moderately important to travellers arriving at into the city by train. The overall sensitivity is assessed as 'medium'

Townscape Impacts: There would be very minor glimpsed views of the uppermost portions of the building. The development would fit subtly into the existing backdrop behind the station. The magnitude of effect is considered to be negligible, and it is considered that effect would not be significant.

Cumulative Impact : There would be no cumulative effects as the development would not be visible in any cumulative scenarios.

View 9 : Baseline | View from steps of Station Forecourt looking west over Grade II listed station buildings to city skyline.



View 9: Plot 10a photomontage | View from steps of Station Forecourt looking west over Grade II listed station buildings to city skyline.



View 9: Plot 10a + cumulative photomontage | View from steps of Station Forecourt looking west over Grade II listed station buildings to city skyline.



Baseline: The viewpoint forms a key arrival/orientation point for people arriving into the city by train. Residential blocks to the left and right of the view. Mix of contemporary built form – with First Street development in distance.

The value is ‘medium’ with some importance as a visitor viewpoint at a key gateway/arrival point into the city. Susceptibility to change is ‘medium’ as the open city skyline will be moderately important to travellers arriving at into the city by train. The overall sensitivity is assessed as ‘medium’.

Townscape Impacts: There would be very minor glimpsed views of the uppermost portions of the building. The development would fit subtly into the existing backdrop behind the station. The magnitude of effect is considered to be negligible, and it is considered that effect would not be significant.

Cumulative Impact: There would be no significant cumulative effects in any cumulative scenarios

View 10 : Baseline | View from pedestrian space on Bonsall Street Bridge looking north over Hulme Arch to the city skyline beyond.



View 10: Plot 10a photomontage | View from pedestrian space on Bonsall Street Bridge looking north over Hulme Arch to the city skyline beyond.



View 10: Plot 10a + cumulative photomontage | View from pedestrian space on Bonsall Street Bridge looking north over Hulme Arch to the city skyline beyond.



Baseline : This is an open view from pedestrian bridge. The landmark Hulme Bridge forms a prominent landmark in the foreground of the view. Beyond the bridge contemporary development is visible in the background above the tree line. The bridge forms a popular route linking Hulme to the University Campus and Oxford Road. The value is 'medium' with some importance as a viewpoint. Susceptibility to change is 'medium' as the open city skyline is moderately important to the quality of the view. The overall sensitivity is assessed as 'medium'.

Townscape Impacts: There would be very minor glimpsed views of the uppermost portions of the building. The development would form an additional high quality element within the existing skyline. The existing character of the view would be retained. The magnitude of effect is considered to be negligible and it is considered that the effect would not be significant.

Cumulative Impact: There would be no significant cumulative effects in any cumulative scenarios.

View 11 : Baseline | View from River Street looking east over Medlock Street.



View 11: Plot 10a photomontage | View from River Street looking east over Medlock Street.



View 11: Plot 10a + cumulative photomontage | View from River Street looking east over Medlock Street.



Baseline : In this view the contemporary vertical towers form the backdrop to the view, and include No. 1 Cambridge Street, the Unite Student Residential tower and Circle Square. Macintosh Mill and Chorlton Mill form lower, historic elements in the mid-ground of the view. The site appears as a construction site in the foreground of the view, with hoarding fronting onto the street.

Townscape Impact: There would be close-range views of the development from the east along River Street. The addition of Plot 10a would infill an existing void within the First Street neighbourhood. The magnitude of effect is considered to be medium beneficial and it is considered that there would be a minor significant effect.

Cumulative Impact: There would be significant effects in cumulative scenarios due to the scale and massing of Plot 9a and One City Road

Heritage Impacts

Former cotton mill on west side of junction with Cambridge Street (Macintosh Mill) (Asset 1) – Grade II- Impact from views 4, 5 and 11

Baseline

The heritage asset is considered to have low architectural significance and moderate historic significance.

The Site is located adjacent to Macintosh Mill and would have an impact on the asset. Currently, the Site is comprised of vacant, undeveloped land with hoarding that has been subject to graffiti, creating an unattractive appearance for the asset whilst the built form can be seen as a gap in the urban grain representing no contribution to the historical and architectural context to the asset and the wider setting.

The Site in its current condition makes a negative impact to the setting of the asset and does not contribute to its significance. The area immediately to the south and east of the asset and the Site is comprised of vacant land which detracts from the areas character. Sensitive development of the Site presents a clear opportunity to fill in a crucial gap in the urban grain whilst acting as a catalyst for investment into the asset and the plots to the south. The proposals for the development of Plot 9a have begun on site, which would effectively limit the appreciation of the heritage asset looking from the east, creating a sense of enclosure within what is currently considered an unusually open aspect.

Impact

Although the development would be prominent and highly visible in these views the proposals would help restore the dense urban grain of the area. Due to other high rise buildings to the west of the Site currently under construction, it is considered that once these reach completion, the development would read as part of the surrounding cityscape. The design has attempted to mitigate the above impacts through the proposed design which includes strong vertical elements and a pre-cast concrete panel system with the aggregate being a warm grey cement with copper tone. This would create a contrast to the existing surrounding palette which would allow for retained prominence of the heritage asset.

The proposals for Plot 10a have been designed in conjunction with the forthcoming application at 10b so that it creates a varied streetscape that sensitively step downs from 10a to the future Plot 10b, responding to the heritage assets within Macintosh Village. The proposed development would have a positive effect on the setting of the listed building by revitalising a 'gap' site in the urban form that has been sensitively designed to respect its surroundings. Overall it is considered that the development would create a minor adverse impact to the setting of the heritage asset.

Mill chimney stack on west side of junction with Cambridge Street (Asset #2) – Grade II – View 3 and 11

The heritage asset is considered to have moderate architectural significance and moderate historic significance. The chimney stack can also be experienced alongside multiple heritage assets within the immediate area which when viewed together provide a visual indication of the former historical character. These nearby buildings were built within a period of vast industrialisation across Manchester typified by former mill buildings and warehouses that share similar architectural characteristics and building vernacular. Therefore, these buildings are harmonious with one another and as a result they create a strong historical identity. However, a significant part of the historical character was typified by the large scale buildings and structures such as the former gas holders which have since been demolished. The area immediately to the south is comprised of vacant land and as such, detract from the overall quality of the immediate area. As such, this makes a negative impact to the historical setting.

Similar to Macintosh Mills, the chimney stack is also located close to the Site and will therefore be more susceptible to impacts. The Site is currently comprised of vacant, undeveloped land with perimeter hoarding that is subject to graffiti. Together, these qualities create an unattractive appearance for the heritage asset whilst the absence of built form can be seen as a gap in the urban grain representing no contribution to the historical and architectural context to the asset and the wider setting. Overall, it is considered that the Site makes a negative impact to the setting of the asset and does not contribute to its significance.

Impact

The development would introduce a noticeable change to the view of the chimney given the scale of the buildings. The proposed scale and massing would introduce new built form into the existing backdrop to the chimney which was previously clearer and unobstructed. The ability to fully appreciate the heritage asset at street level has been slightly reduced, in particular, the scale of the chimney was historically a dominating feature of this view would be seen in conjunction with the proposed development. As Plot 9a is now on site the view of the heritage asset is now being obscured in view 11 regardless of the proposed development. Mitigation for the impact is expressed through a design with strong vertical elements and a pre-cast concrete panel system with the aggregate being a warm grey cement with copper tone. This would create a contrast to the existing surrounding palette which would allow for retained prominence of the heritage asset. The strong and simple façade would echo the structure of the surrounding listed Mills.

The development would have a positive effect on the setting of the listed building by revitalising a 'gap' site in the urban form that has been sensitively designed to respect its surroundings. Although this will be prominent in this area, and highly visible, it is considered that the proposals would help to restore the dense urban grain of the area and we read within a new development context, alongside the existing heritage assets. Due to other high rise buildings to the west of the Site currently under construction, it is considered that once these reach completion, the proposed development would be read as part of the surrounding cityscape.

Overall it is considered that the development would create a minor adverse impact to the setting of the heritage asset.

Chorlton New Mill and attached chimney (Asset #3) - Grade II – View 3

Baseline

The heritage asset is considered to have low architectural significance and moderate historic significance. Cambridge Mill can also be experienced alongside other heritage assets within the immediate area which when viewed together provide a visual indication of the former historical character. These buildings are harmonious with one another and as a result they create a strong historical identity. In contrast, the area to the east of the heritage asset is comprised of vacant, undeveloped land which creates a negative perception of the area and do not share the same historical qualities witnessed in the Conservation Area. Overall, the setting of the heritage asset makes a negligible contribution to the significance of the asset.

Impact

The proposed development would be visible in conjunction with the heritage asset. There would be a slight change to the way that the heritage asset is appreciated. Plot 10a would present a noticeable change to the view of Chorlton New Mill given the scale of the buildings. The proposed scale and massing would introduce new built form into the existing backdrop to this viewpoint which was previously clearer and unobstructed. As such the ability to fully appreciate the heritage asset at street level would be slightly reduced. The appearance of the Plot 10a would be slightly incongruous with the historical vernacular expressed by Macintosh Mill and other heritage assets within the surroundings due to its more contemporary architectural design. Mitigation for the impact is expressed through a design with strong vertical elements and a pre-cast concrete panel system with the aggregate being a warm grey cement with copper tone. This would create a contrast to the existing surrounding palette which would allow for retained prominence of the heritage asset.

The strong and simple façade would echo the structure of the surrounding listed Mills.

The development would have a positive effect on the setting of the listed building by revitalising a 'gap' site in the urban form that has been sensitively designed to respect its surroundings. Although this will be prominent in this area, and highly visible, it is considered that the proposals would help to restore the dense urban grain of the area and we read within a new development context, alongside the existing heritage assets.

Overall it is considered that the development would create a minor adverse impact to the setting of the heritage asset.

Chorlton Old Mill (Asset #4) – Grade II – View 3 and 11

Baseline

The heritage asset is considered to have low architectural significance and moderate historic significance.

Overall, it is considered that the Site makes a negative impact to the setting of the asset and does not contribute to its significance. The area immediately to the east of the asset is comprised of vacant land which detracts from the areas character. Appropriately designed development of the Site presents a clear opportunity to fill in a crucial gap in the urban grain whilst acting as a catalyst for investment into the asset and the plots to the south.

Impact

The proposed development would be visible in conjunction with the heritage assessment as they are located in close proximity to each other. This would result in a slight change to the way that the heritage asset is appreciated.

The impact of the Proposed Development on Chorlton Old Mill differs from that of Chorlton New Mill and attached chimney. Given the scale of the building, Plot 10 will present a noticeable change to the setting as new built form is being introduced into the existing background which was previously clear and unobstructed. However, primarily this asset is appreciated from other viewpoints such as Lower Chatham Street where the development would not be visible.

As Plot 9a is now on site the view of the heritage asset is now being obscured regardless of the proposed development. It is noted that the most significant contribution to the heritage asset comes from its immediate setting of the other surrounding mills, due to the historical understanding of such an industrialised area. The proposed development of Plot 10a does not sit within this immediate setting but is currently vacant land a significant distance away from the asset. The proposed development would revitalise a 'gap' site in the urban backdrop of this asset and has been sensitively designed to respect its surroundings. Overall it is considered that the proposed development would not impact the ability to understand the asset.

Overall it is considered that there would be negligible impact to the setting of the heritage asset.

Mill on north east corner of junction with Chester Street (Asset #5) – Grade II – View 11

Baseline

The heritage asset is considered to have low architectural significance and moderate historic significance.

Cambridge Mill can also be experienced alongside other heritage assets within the

immediate area which when viewed together provide a visual indication of the former historical character. These buildings are harmonious with one another and as a result they create a strong historical identity. In contrast, the area to the east of the heritage asset is comprised of vacant, undeveloped land which creates a negative perception of the area and do not share the same historical qualities witnessed in the Conservation Area.

Currently, the Site is comprised of vacant, undeveloped land with hoarding that has been subject to graffiti, creating an unattractive appearance for the asset whilst the built form can be seen as a gap in the urban grain representing no contribution to the historical and architectural context to the asset and the wider setting.

Overall, it is considered that the Site makes a negative impact to the setting of the asset and does not contribute to its significance. Appropriate development of the Site presents a clear opportunity to fill in a crucial gap in the urban grain whilst acting as a catalyst for investment into the asset and the plots to the south.

The proposed development would be visible in conjunction with the heritage assets as they are located in close proximity to each other. This would result in a slight change to the way that the heritage asset is appreciated. The proposed development would not present a visible change to the view of Cambridge Mill. Along with the delivery of Plot 9a it would introduces new built form into the existing foreground to which obscures any view of the mill.

Mitigation for the impact is expressed through a design with strong vertical elements and a pre-cast concrete panel system with the aggregate being a warm grey cement with copper tone. This would create a contrast to the existing surrounding palette which would allow for retained prominence of the heritage asset.

The strong and simple façade would echo the structure of the surrounding listed Mills.

Overall it is considered that the proposed development would create a negligible impact to the setting of the heritage asset.

In terms of overall impacts on townscape these are predicted to comprise 1 instance of medium beneficial impact, 2 instances of minor beneficial impact and 2 instances of medium adverse impact. In the remaining 6 views the impacts would be negligible or no impact.

Given the above context overall harm to the setting of listed building is considered to be less than substantial.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration and considerable weight is given to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it.

Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 189, 195, 197, 199, 200, 202 and 206.

The NPPF (paragraph 199) notes that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation whether any harm would be substantial, total loss or less than substantial.

Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The Proposed Development will (in respect of these assets) meet the objectives of Paragraphs 197, 199 and 206 of the NPPF and the requirements of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990.

Paragraph 202 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). The public benefits would include:-

Environmental Benefits

- Enhancement to the setting of some listed buildings through the removal of a derelict site and reinstatement of the street block;
- Supporting the SRF's objective to deliver a more pedestrian friendly environment that enhances connections with other regeneration areas;
- Putting a site which has a negative effect on the townscape, back into viable, active use;
- Reinvigorating this space to contribute to the area positively and contribute to an animated streetscape across First Street and the surroundings.
- Establish a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Deliver a sustainable development with good access to shops, services and transport, close to Metrolink and Oxford Road and Deansgate Station and bus links;
- Delivering one of the most sustainable office buildings within Manchester City Centre. This is demonstrated through it targeting NABERS 5.5*, BREEAM 'Outstanding', EPC A Rating, WELL Accreditation and Smartscore.

Economic Benefits

- The scheme will support the growing economy in Manchester contributing to sustained economic growth providing construction and end user employment opportunities and associated supply side benefits;
- The scale of the investment will also serve to provide wider investor confidence in the area, incentivising other investment initiatives to come forward.

Social Benefits

- Provide full access to the building and to the public realm;

- Creation of place and increasing active ground floor providing overlooking, natural surveillance and increasing feelings of security;
- Provide greater connectivity through pedestrian linkages encouraging active modes of travel while increased access to public open spaces create opportunity for physical activity, encouraging healthier lifestyles for the wider public.
- Support the creation of strong, vibrant and healthy communities by providing a high-quality office space and associated public realm.

The development would deliver extensive public benefits enhancing the public realm around the site and permeability around the area as a whole. The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 201 of the NPPF. Sections 66 and 72 of the Planning Act in relation to having regards to the preservation and enhancement of conservation areas and setting of the adjacent listed buildings are considered to be satisfied.

The quality and design of the proposal would sustain the value of the key heritage assets. There are substantial public benefits which would outweigh the harm caused. The harm is necessary to secure those benefits, and to secure the site's wider potential in urban design terms

Architectural Quality

The key factors to evaluate is the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered design response. The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.

The area contains different forms of architecture, with red/brown brick being the main material. These are mixed with more contemporary buildings in terracotta cladding, metal cladding and unitised glazed curtain walling with ceramic fritting and anodized metal panels. The proposed use of principally copper toned pre-cast concrete would respond to and complement the context.

The regular grid arrangement on the facades would echo the proportions of adjacent historic buildings. The building would have a tripartite sub-division. The different finishes would provide a contrast between the horizontal and vertical elements. Features such as the horizontal meeting the vertical with a shadow gap and the vertical element appearing continuous and in the primary plane, whilst the horizontal appears slightly disengaged from the vertical would add visual interest.

The ground floor would have more intricate design details to provide a human-scale for the proposals. The vertical columns are c.600mm wide x c.800mm deep and polished pre-cast concrete. Polishing the panel reveals the concrete aggregate providing a rich and high-quality texture. The horizontal elements are a scalloped pre-cast concrete panel, inlaid with a vertical groove pattern and treated using acid etching to further enhance the colour and texture of the concrete aggregate. These different finishes would provide a subtle contrast between the horizontal and vertical elements, further supported through the introduction of a shadow gap where the two elements meet. Decorative metal solar shading panels are incorporated at ground to mitigate overheating and would be a rich copper tone. A horizontal angled crown frames the building at the top, intersected with vertical pre-cast concrete panels per structural bay. It would be articulated by a double order. The vertical components will be a polished finish

articulated with a sharp inverted profile. The polished pre-cast concrete would continue the main theme of the façade treatment up to the crown.

Overall, the design concept would lead to an elegant form and the materials would deliver a high quality design. The public space would allow new connections through the area when neighbouring development sites come forward.

The design has also been carefully crafted to ensure that it utilises passive design measures to contribute to a highly-sustainable building, such as through utilising a light-weight pre-cast concrete frame and using passive design to provide solar shading and reduce energy consumption.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision)

This development would provide active frontage onto River Street and First Street and to a lesser extent Hulme Street and would extend existing linkages within the First Street Estate. It would complement and link in with the public realm being delivered on Plot 9A This would improve safety and passive surveillance and help to revitalise the area. It would enhance connections and in particular would improve connections to one of Manchester's key green asset, Hulme Park, from the City Centre, through the connection of First Street and Hulme Street. Improving navigation and improving place-making would also create a better and safer environment for pedestrians day and night.

The design also seeks to minimise footpath clutter within the public realm by co-locating the street furniture and planting, thus creating spaces for people to sit and dwell, creating an outdoor space for people to enjoy

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design is appropriate for this prominent site. The range of technical expertise provided indicates that the design is technically credible. The design team is familiar with the issues associated with high quality development in city centre locations, with a track record and capability to deliver a project of the right quality. The design is considered to be of sufficient quality due to:

- Well considered design detailing and choice of materials;
- High quality materials and construction technology;
- Spacious layouts with good quality natural light, ventilation and acoustics; and
- Active ground floor facades, public realm and welcoming entrances and communal spaces;

Relationship to Transport Infrastructure and cycle parking provision

The site is close to all sustainable transport modes including trains, trams and buses. The site has a Greater Manchester Accessibility Level (GMAL) of 8 indicating a very high level of accessibility. The improvement to the public realm would enhance links to sustainable transport choices. A Transport Statement concludes that the overall impact on the local transport network would be minimal. A Travel Plan would make occupiers aware of sustainable options.

Although no car parking is proposed the Transport Statement reviews local parking opportunities. There are a number of multi-storey car parks close to the site and contract parking space is available at other local car parks. The closest Multi Storey Car Park has 700

spaces and lies within the First Street Estate. It includes 28 disabled spaces. There are 3 existing on street parking bays for disabled people on the northern side of River Street between Medlock Street and James Grigor Square opposite the site.

There would be provision for storage for 204 cycle parking spaces within a secure storage space. There are a number of existing cycle stands for visitors within the wider First Street Estate including 28 spaces within James Grigor Square. There will also be 12 Cycle Spaces in Sheffield stands located to the east as part of the Plot 10b development.

Service access and taxi drop off would be from River Street to the north east elevation of the building. This access is shared with Plot 10b adjacent

Conditions would require details of off-site highways works, including pavement reinstatements and finishes. The Head of Highways has no objections on this basis and no concerns about adverse impacts from any traffic generated by the development.

Sustainability / Climate Change: Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. The energy strategy responds to the City's Climate Emergency declaration and has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

An Energy and Sustainability Statement includes assessment of physical, social, economic and environmental effects in relation to sustainability objectives. It sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods.

Operational Carbon

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions (Part L 2010). The development would achieve a 23% improvement on Part L 2021 which would exceed the Core Strategy requirements. If Plot 10a was assessed using Part L 2010 there would be an improvement of 32.7%. A BREEAM pre-assessment demonstrates that the proposal can achieve an 'Excellent' rating and the proposal would also achieve a NABERS UK 5-star rating.

The energy strategy is based on an all electric building with Air Source Heat Pumps and with the infrastructure to allow the scheme to become a zero carbon over time as the grid decarbonises.

The scheme also proposes the following:

- The envelope of the new build will be designed to perform significantly better than the Building Regulation standards with low U-values, g-values and low air leakage rates.
- Optimisation of facades to minimise heat losses whilst the size and position of openings has been optimised to maximise the use of natural light within each space.

- Mechanical ventilation throughout the year, making use of heat recovery to reduce the heating demands.
- Energy efficient services employed in the development include high efficiency LED lighting coupled with occupancy and daylight controls to significantly reduce the lighting energy use.
- Electrical and mechanical systems which are tightly metered and controlled with a full Building Management System (BMS). This will enable energy use to be tracked and opportunities for efficiency improvements to be made.
- Natural shading would be provided by scalloped pre-cast cladding. Glazing ratios would be optimised to 40%, whilst 60% solid to the façade has been introduced to reduce solar gain and therefore reduce the energy demands by reducing the need to provide cooling. The increase in solid façade will have additional insulation which will improve the thermal performance of the façade which will further reduce heat losses. The solid façade will be made from a natural material; precast concrete has been chosen for its inherent reduction in embodied carbon. Use of this material would provide significant savings in the energy used to construct the building. It will also improve the airtightness of the façade resulting in less energy escaping from the building.

Embodied Carbon: Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving. The following measures would be included to minimise levels of embodied carbon at each design development stage as part of a Reduction Strategy.

- The proposed cladding is a pre-cast concrete panel system. This helps to reduce the embodied carbon over using a curtain walling system.
- All timber used in the project would be from a responsible or sustainable source, using certified FSC or PEFC sources.
- Material use would be reduced or optimised through design, specification and construction techniques. Targets would be set and monitored throughout the construction process to achieve the objective. This is to reduce the environmental impact through optimising the use of materials during all stages of the project.
- To ensure responsible and sustainable procurement, materials will be specified in line with a documented sustainable procurement plan. Preference will be given to locally sourced materials wherever practical. Materials will be sourced from reasonable sources where possible. This will include the use of certification schemes such as ISO14001 and BES 6001.
- Materials that are durable and resilient will be specified to maximise their lifespan and avoid the need for disposal and replacement.
- The use of a Resource Management Plan will set targets for resource efficiency and procedures for waste management.

Whole Life Carbon Assessments (WLCA) will be undertaken in a reiterative process as the design of the development progresses to ensure residual effects are minimised. The above measures would provide some mitigation for the minor / moderate adverse impacts in terms of Climate Change from the development and would be secured through a condition attached to any consent granted.

The proposal would make a positive contribution to the City's carbon reduction objectives and is, subject to the ongoing decarbonisation of the grid is capable of becoming Net Zero Carbon in the medium to long term whilst achieving significant CO2 reductions in the short term.

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context.

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

The neighbouring residential properties at Macintosh Mill, Chorlton Mill, Cambridge Mill, City South Apartments, Manchester Student Village and Plot 11 First Street have been identified as receptors in terms of potential daylight impacts. Sunlight Impacts have only been modelled for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south) facing towards the site.

The assessment has scoped out other residential properties due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels and how the proposal would perform against the BRE VSC targets.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels (including impacts from adjacent approved schemes) and how the proposal would perform against the BRE VSC and NSL targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests (as set out in the Guidelines) relevant to a development of this nature are VSC (vertical sky component) and NSL (no skyline). VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this. The NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations.

The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Sunlight Impacts

For Sunlight, the BRE Guide explains that tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

BRE Targets

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 20% are considered to be acceptable levels of tolerance. For the purposes of the sensitivity analysis, these values are a measure against which a noticeable reduction in daylight and sunlight would be discernible and are referred to as the **BRE targets**. The impacts of the development within this context are set out below.

Daylight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Alternative Target):

Macintosh Mill – 72/127 (57%) of windows would meet the BRE VSC Alternative Target. Of the remaining windows there would be a minor adverse impact on 3 windows, moderate adverse on 40 windows and major adverse on 12 windows. 78/100 of rooms (54%) would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor adverse impact on 5 rooms, moderate adverse impact on 2 rooms and major adverse impact on 29 rooms. The impact on the daylight amenity of the development on the majority of windows and rooms is negligible and overall, the daylight losses would be moderate adverse.

More than half of windows and rooms appraised achieve the respective BRE targets for VSC and NSL, or experience reductions in daylight amenity unlikely to be noticeable to room occupants.

It is also noted that the majority of windows appraised (77%) do not achieve the BRE daylight targets in the baseline condition. Windows of this building are limited in their capacity to receive direct daylight in the baseline condition as a result of both the high density of the surrounding massing, and certain window are located within a lightwell or adjacent other, taller parts of Macintosh Mill.

Major impacts on daylight amenity are limited to LKD rooms that account for a small minority (13%) of all rooms appraised, these generally being single aspect rooms directly overlooking the 10 Site. Given the high daylight sensitivity of these rooms, any development of the 10 Site (which, with reference to the SRF is likely to be of a significant uplift from historic massing levels comparable to Macintosh Mill, and aligning more closely with the significantly larger modern buildings of the wider First Street area) is likely to result in reductions in daylight amenity and impacts that are moderate to major adverse and therefore significant.

Cambridge Mill - 102/102 (100%) of windows would meet the BRE VSC Alternative Target. 83/83 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact of the Proposed 10a Development on the daylight amenity of this neighbouring building is negligible

Chorlton Mill – 183/185 (99%) of windows would meet the BRE VSC Alternative Target. 86/88 of rooms (98%) would meet with the BRE Alternative NSL target. 2 rooms (1%) which are bedrooms would experience a reduction amounting to a Minor magnitude of change. Both of these rooms are served by a window exceeding the VSC target of 27%. The impact on daylight to this small minority of rooms is considered to be minor – negligible adverse and not-significant. Overall, the impact of the Proposed 10a Development on the daylight amenity of this neighbouring building is negligible

City South Apartments - 271/271 (100%) of windows would meet the BRE VSC Alternative Target. 221/221 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact of the Proposed 10a Development on the daylight amenity of this neighbouring building is negligible

Manchester Student Village - 122/122 (100%) of windows would meet the BRE VSC Alternative Target. 97/97 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the

impact of the Proposed 10a Development on the daylight amenity of this neighbouring building is negligible

Plot 11 First Street – 575/731 (79%) of windows would meet the BRE VSC Alternative Target. Of the remaining windows there would be a minor adverse impact on 31 windows, moderate adverse on 91 windows and major adverse on 35 windows. 224/275 rooms (81%) would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor adverse impact on 24 rooms, moderate adverse impact on 18 rooms and major adverse impact on 10 rooms. The impact on the daylight amenity of this majority of windows and rooms is negligible and overall, the daylight losses would be moderate adverse

Sunlight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Alternative Target):

Macintosh Mill – 56/ 60 (93%) of rooms would achieve both the 25% annual APSH Alternative targets and 24/60 (40%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms. For the annual target there would be a major adverse impact in the 4 remaining rooms and for the winter target minor adverse in 13 rooms, moderate adverse in 8 rooms and major adverse in 15 rooms.

Overall the impact of the 10A Proposed Development on sunlight amenity of Macintosh Mill is considered to be moderate adverse and therefore significant. Whilst Major impacts on sunlight amenity are present to certain LKD rooms, the rooms experiencing major impacts on both winter and annual sunlight amenity account for a minority of Macintosh Mill as a whole.

In terms of sunlight amenity impact, using a mirror image building 33 rooms would continue to achieve the alternative BRE's annual and winter sunlight targets. For comparison, this figure is 17 rooms for the proposed 10b. Using a mirror image building 6 rooms would achieve neither annual nor winter sunlight targets (nor the Alternative Target). For comparison, for the proposed 10b this figure is 17 rooms (28%).

Notwithstanding that sunlight amenity impacts of a mirror image massing are lesser than those resulting from the Proposed 10b massing - a factor of lower height - high magnitudes of change and major adverse impacts that are significant would still be present to parts of Macintosh Mill if Plot 10 was developed to a height of 5 storeys.

In the mirror image condition, at 2nd and 3rd floor level there would be high magnitudes of change to winter sunlight of 14 rooms including high sensitivity LKDs. Moderate magnitudes of change would be present to the winter sunlight amenity of a bedroom and an LKD at 4th floor level (albeit these rooms would achieve an acceptable tolerance winter sunlight value overall).

Chorlton Mill – 87/ 87(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 86/87(99%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

Cambridge Mill – 83/ 83(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 83/83(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

City South Apartments – 97/97(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 97/97(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

Manchester Student Village - 197/197(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 197/197(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

Plot 11 First Street - Plot 11 is located to the south east of Plot 10. The Plot 10a Site facing windows of Plot 11 are therefore northwest facing. On that basis, these windows have a very limited expectation of direct sunlight over the Plot 10 Site. The Proposed 10a Development would therefore have a negligible impact on the sunlight amenity of this neighbouring building's site-facing rooms.

A **cumulative assessment** has also been carried out to include the development of Plot 10b (also under consideration under application ref no 136170/FO/2023).

With both developments in place and the results weighted to make the allowance for the 20% reduction (BRE Alternative Target):

Macintosh Mill – 65/127 (51%) of windows would meet the BRE VSC Alternative Target. Of the remaining windows there would be a moderate adverse on 2 windows and major adverse on 60 windows. 41/78 of rooms (52%) would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor adverse impact on 2 rooms, moderate adverse impact on 5 rooms and major adverse impact on 30 rooms. The impact on the daylight amenity would range from negligible to major adverse and overall, the daylight losses would be moderate adverse. 9 rooms (4 bedrooms and 5 LKDs) are also served by at least one window that achieves the acceptable tolerance target. All of these rooms would pass the NSL test, experiencing a negligible reduction in daylight distribution. The impact on the daylight amenity of these 9 rooms is negligible and not significant. 21 windows serve single-window bedrooms. The majority of these rooms would also experience a major magnitude of change in NSL. On the basis that bedrooms are a low sensitivity receptor in multi-room apartments, the impact of 10A+10B Proposed Developments on these bedrooms would be moderate adverse. 22 windows serving 11 LKDs would experience a major magnitude of change in VSC. These rooms, of high daylight sensitivity, would also experience a major magnitude of change in NSL. The impact on these 11 rooms (14% of the 78 rooms appraised) would be major adverse.

It is noted that the major impacts are localised to that portion of Macintosh Mill located on the opposite side of River Street to Plot 10, which directly overlook the 10b Site.

It is also noted that the majority of windows appraised (77%) do not achieve the BRE daylight targets in the baseline condition. Windows of this building are limited in their capacity to receive direct daylight in the baseline condition as a result of both the high density of the surrounding massing, and certain window are located within a lightwell or adjacent other, taller parts of Macintosh Mill.

Overall, the impact of the Proposed 10a Development and 10b on the daylight amenity of this neighbouring building would be moderate adverse.

Cambridge Mill - 102/102 (100%) of windows would meet the BRE VSC Alternative Target. 83/83 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact of the Proposed 10a Development on the daylight amenity of this neighbouring building would be negligible

Chorlton Mill – 183/185 (99%) of windows would meet the BRE VSC Alternative Target. 81/86 of rooms (92%) would meet with the BRE Alternative NSL target. 7 rooms which are bedrooms

(2) and LKD's (5) would experience a reduction amounting to a Minor adverse impact. Both of these rooms are served by a window exceeding the VSC target of 27%. Overall, the impact of the Proposed 10a Development and 10b on the daylight amenity of this neighbouring building would be negligible

City South Apartments - 271/271 (100%) of windows would meet the BRE VSC Alternative Target. 221/221 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact of the Proposed 10a Development and 10b on the daylight amenity of this neighbouring building would be negligible

Manchester Student Village - 122/122 (100%) of windows would meet the BRE VSC Alternative Target. 97/97 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact of the Proposed 10a Development and 10b on the daylight amenity of this neighbouring building would be negligible

Plot 11 First Street – 389/731 (53%) of windows would meet the BRE VSC Alternative Target. Of the remaining windows there would be a minor adverse impact on 25 windows, moderate adverse on 83 windows and major adverse on 133 windows. 209/275 rooms (81%) would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor adverse impact on 32 rooms, moderate adverse impact on 19 rooms and major adverse impact on 15 rooms. A small minority of rooms appraised, and a very small minority of the Plot 11 development as a whole, would experience moderate – major impact. Overall, the impact of the Proposed 10a Development and 10b on the daylight amenity of this neighbouring building would be minor adverse

Sunlight Impacts

With both developments in place and the results weighted to make the allowance for the 20% reduction (BRE Alternative Target):

Macintosh Mill – 40/60 (67%) of rooms would achieve both the 25% annual APSH Alternative targets and 24/60 (40%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms. For the annual target there would be a major adverse impact in the 4 remaining rooms and for the winter target minor adverse in 13 rooms, moderate adverse in 8 rooms and major adverse in 15 rooms. For annual sunlight there would be a moderate adverse impact on 11 rooms a major adverse impact in 9 rooms. For winter sunlight there would be a minor adverse impact in 6 rooms, moderate adverse impact on 10 rooms and a major adverse impact in 20 rooms.

Overall the cumulative impact of the 10A Proposed Development on sunlight amenity of Macintosh Mill is considered to be moderate adverse and therefore significant.

Chorlton Mill – 87/ 87(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 86/87(99%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

Cambridge Mill – 83/ 83(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 83/83(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

City South Apartments – 97/97(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 97/97(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

Manchester Student Village - 197/197(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 197/197(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

Plot 11 First Street - Plot 11 is located to the south east of Plot 10. The Plot 10a Site facing windows of Plot 11 are therefore northwest facing. On that basis, these windows have a very limited expectation of direct sunlight over the Plot 10 Site. The Proposed 10a Development would therefore have a negligible impact on the sunlight amenity of this neighbouring building's site-facing rooms.

Conclusion

There would be reductions against the baseline site conditions for some residents within Macintosh Mill, Chorlton Mill, Cambridge Mill, City South Apartments, Manchester Student Village and Plot 11 First Street. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The above demonstrates a good level of compliance with the BRE APSH target and that the perception of any change would be minimal.

It is noted that that significant adverse impacts on sunlight amenity on Macintosh Mill are an unavoidable (if localised) consequence of development on Plot 10, even if the height of development is limited to equal that of Macintosh Mill. Whilst these major adverse impacts are more localised than the impact of the development, in both scenarios they account for a minority of Macintosh Mill as a whole

The impact on the daylight and sunlight received by some residents of the above apartments are important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The following are important considerations:

- Macintosh Mill is a Grade II listed building, originally a factory and converted to residential use circa 2005 / 2006. The building's current external form reflects this building's original use as a factory. It has relatively small windows that would have served industrial space. Presumed to have been open plan to accommodate manufacturing processes within, the absence of internal walls facilitates a wider lateral distribution of daylight within a building. By contrast, the existing, cellular layout of the building in its residential form means that lateral distribution of daylight is less possible, and the residential rooms inserted into this industrial building are more reliant on daylight from in front. The historic façade and window apertures – designed for the needs of an industrial building and relatively unaltered due to the Grade II listing of the building – place a limitation on daylight when combined with the existing residential use (which has a greater requirement for daylight than the former commercial/industrial uses). In this regard there is – in daylight and sunlight terms – a friction between the retained façade of the industrial building and its current use as apartments. The typical windows of Macintosh Mill overlooking the Site are relatively small when compared to the windows of other mill conversions, such as Chorlton Mill, Manchester Student Village and Cambridge Mill, to name but three examples in the immediate vicinity. They are also smaller than windows serving LKDs that would typically be found on new residential apartment buildings.

The combination of relatively small windows and the insertion of a residential use and floorplans into an industrial building mean that daylight and sunlight amenity are relatively restricted when compared to modern building design and guidance, and potentially more susceptible to amenity impacts of development in the vicinity. It is noted that certain

windows and rooms of Macintosh Mill are inherently limited in their capacity for daylight and sunlight amenity at lower ground floor level. The windows serving these rooms are set below pavement level within a narrow lightwell.

Rooms served by these windows have both existing low levels of daylight and sunlight amenity in the baseline condition, and consequently a heightened susceptibility to changes of mass in the surrounding area. Even small changes are therefore likely to result in moderate and high magnitudes of change.

There are an estimated 20-25 apartments the part of the Macintosh Mill building that would be affected by these proposals and the two small 'projections' / projecting wings with Plot 10 facing windows. These account for a minority of all apartments within Macintosh Mill, with the majority of apartments in this building being part of the long, main 'wing' (oriented east-west) and served by north and south facing windows, and unaffected by the Proposed EIA Developments of Plot 10.

- For Plot 10, height parameters established in this document are for buildings of up to 17 commercial storeys in height. The Proposed EIA Developments of Plot 10a and 10b rise to 13 and equivalent 10 commercial storeys in height.
- Buildings that overlook the site have benefitted from current site conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting property close to a derelict plot of land, the likelihood is that, at some point in time it will be developed. This is increased in a city centre like Manchester where there is a shortage of housing;
- High density development is not unusual in the City Centre;

It is considered that the above impacts are acceptable in a City Centre context.

Sunlight to open spaces

Open spaces should retain a reasonable amount of sunlight throughout the year and the Guidance recommends that to appear adequately sunlit throughout the year, at least 50% of a garden or amenity area should receive at least two hours of sunlight on the 21st March. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on the 21st March. Existing open spaces should receive at least two hours of sunlight on the 21st March on at least 50% of their area or at least 0.8 times the former area receiving two hours of sunlight.

Proposed

The sunken gardens external amenity area of Macintosh Mill, facing Hulme Street, have been appraised. The area would experience no impact / reduction in time in sun. In the Proposed Condition, 56% of this external amenity area would achieve the BRE target of 2 hours' time in sun on 21 March (against a target of 50%). On that basis this external amenity area will remain adequately sunlit throughout the year. The impact of the Proposed 10a Development on the sunlight amenity of the Macintosh Mill sunken gardens would therefore negligible.

69% of James Grigor Square would achieve the BRE target of 2 hours time in sun on 21 March (against a target of 50%). On that basis this external amenity area will remain adequately sunlit throughout the year. The impact of the Proposed 10a Development on the sunlight amenity of James Grigor Square is therefore negligible.

Cumulative Impact

The impact for the sunken gardens would be the same as above

29% of James Grigor Square would achieve the BRE target of 2 hours' time in sun on 21 March (against a target of 2 hours' time in sun to 50% of the area). On the basis this external amenity area would experience a high magnitude of change, and the impact is considered to be major adverse. It should however be acknowledged that the SDF has always envisioned buildings on the EIA Site and which could inevitably have an impact on James Grigor Square.

Privacy and Overlooking

The design has sought to minimise the potential for overlooking into surrounding properties. The closest residential building is currently the Grade II Listed Macintosh Mill which is located across River Street, directly facing the forthcoming Plot 10b. The development would be sited approximately 47m from Macintosh Mills and therefore significantly in excess of the 20m suggested as a 'norm' for back-to-back properties set out within Manchester's Residential Quality Guidance (RQG). In addition, if the proposals being brought forward for Plot 10b are implemented, any overlooking by Plot 10a would be restricted through new development.

The development is also situated 12m from the proposed Plot 10b, providing a sizable distance between the two uses and reducing overlooking. The RQG sets out that closer back-to-back distances are appropriate where the users are compatible. In this regard, the development has been purposefully designed so that the unoccupied back-of-house elements and stair-core face on towards 10a, further reducing instances of overlooking. It should also be recognised that office uses are typically used during day-time hours and that residential uses are typically more heavily used outside of these hours whilst residents are at university classes

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. This has been modelled using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport. The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to the wind. The potential impacts were modelled within a 450m radius of the site which is consistent with the UK industry standard for an ES Assessment. All scenarios reported in the ES chapter were 360deg full rotations, and gusts were accounted for using the standard gust-equivalent-mean method.

The sensitive receptors were identified as those using the public realm and outdoor facilities including the proposed roof terraces at level 12. This area is considered to be highly sensitivity to strong winds, as these can pose a risk to pedestrian safety. General thoroughfares are of medium sensitivity to pedestrian comfort, as users are not expected to dwell for significant periods in specific regions. Bus stops, building entrances and amenity spaces are of high sensitivity to pedestrian comfort. Under construction consents within 400m radius were included, which is the UK industry standard for capturing local features which might be affected.

Cumulative assessments have been carried out to include the following scenarios : Plot 10a and Approved schemes, Plot 10 a and 10 b and Plot 10 a and 10b and Approved Schemes.

The wind assessment concludes the following:

Proposed development

No potential wind safety or distress risks that have been identified around the Site.

Wind comfort conditions will be suitable for the intended use. This applies to general thoroughfares, bus stops, existing off-site building entrances, proposed on-site building entrances and the proposed amenity spaces at levels 11 and 12. Planting on the external roof area would ensure that users are sheltered from any potential effects of wind.

Cumulative

Conditions with local cumulative schemes included are consistent as those with the existing surrounds.

As such there are no adverse wind effects anticipated relating to the Proposed Development

Air quality

An air quality assessment (AQA) has considered changes to air quality during the construction and operational phases. The site is in an Air Quality Management Area (AQMA) where air quality is known to be poor because of surrounding roads. As such, occupiers could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

There are homes, businesses, educational facilities and recreational areas which could be affected by construction traffic and that from the development. A qualitative risk assessment based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014 has assessed the potential effects during construction of dust and particulate emissions from site activities and materials movement.

The assessment of the air quality impacts of the completed scheme has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK). Both the construction and operational impacts of the development on air quality have been considered.

The impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured through the construction management plan condition.

The AQA confirms that mitigation measures are required during construction to minimise dust impacts. Good on site practices would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

Heating, cooling and hot water provision for the buildings is assumed to be provided by air source heat pumps (ASHPs) powered by electricity. Manually opening ventilation

panels/windows would allow the building to be naturally ventilated when the external weather conditions permit.

The impacts on air quality once complete would be negligible. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives. On that basis, occupants would be exposed to acceptable air quality and the site is deemed suitable for its proposed future use.

204 cycle spaces are proposed. An Interim Travel Plan includes measures that promote the use of sustainable transport modes. All these measures would contribute to reducing reliance on the private car and limiting adverse impacts on air quality. Since all modelled NO₂ values are below 60µg/m³, exceedance of national short-term NO₂ objectives is unlikely at all floors at all facades. Exceedances of fine particulate (PM₁₀) and (PM_{2.5}) objectives is unlikely at all floors at all facades. As there are no exceedances of annual mean NO₂ concentrations at building facades, there will be no requirement for gaseous filtration.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact of adjacent noise on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable. The hours of operation and a management of the 11th and 12th floor terraces would be controlled through conditions.

The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition of any consent granted and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect.

Following mitigation construction noise is not likely to be significant. Acceptable internal noise levels can be achieved with relatively standard thermal glazing.

TV and Radio reception

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services from the proposed development.

The development is likely to cause reception issues for the reception of digital satellite television services in areas to the immediate northwest of the Site, within 141m from the base of the proposed building (predominantly along River Street, Medlock Street and First Street). Additionally, in similar areas, the use of tower cranes could also obscure satellite dishes' views of the southern skies, resulting in minor and sporadic interference occurring only during crane operations. If any interference does occur, the repositioning of the satellite dish to a different location without an obscured line-of-sight view to the serving satellites should restore reception. If satellite dish relocation is not possible, the use of DTT receiving equipment could offer any affected viewer an alternative source of some digital television broadcasts. Any interference

arising from tower crane use is expected to be limited in duration (present only during operations i.e. working hours) and will cease completely when the cranes are removed.

The development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.

It is recommended that any reported television or radio interference should be investigated by means of a post-construction reception measurement. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder - The increased footfall, additional residents and improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues - GMAAS believe that there could be below ground remains. The site should be subject to intrusive archaeological investigation in advance of development with an initial phase of evaluation trenching, followed, if necessary, by open-area excavation and recording. This investigation can be secured through a condition granted.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure - The site contains no statutory nature conservation sites, none are within 1km of the site and those situated further afield are considered unlikely to be impacted by the Proposed Development. The habitats and plant species recorded within the site are widespread and common throughout Greater Manchester and the UK. None of the plant species recorded within the site are either Nationally Scarce or Nationally Rare Given the relative isolation of the Site from larger areas of semi-natural habitat, and the lack of suitable refuge for protected species.

The site is considered to provide a relatively limited foraging resource for local populations of birds. The site holds only very limited foraging potential for black redstart and is unlikely, therefore, to form a key part of the foraging habitat for any local populations of black redstart. There is no significant habitat suitable for nesting birds on site.

The Site provides a small area of low quality foraging habitat and is unlikely to be used by significant numbers of foraging bats. The loss of, or disturbance to, the vegetation due to predicted increased public use and lighting of the site under the development is, therefore, predicted to have a negligible impact on the conservation status of bats within the local area and Greater Manchester. There is a known common pipistrelle bat roost within the River Medlock culvert which runs underneath the wider First Street North development site however foraging behaviour is confined to the river corridor so it is unlikely bats would commute to or across the site to forage

There are opportunities to maintain and enhance the biodiversity on the site and improve connectivity to adjacent habitats by providing 'ecological stepping stones' to link to green/blue

infrastructure. The proposal would include green infrastructure including tree cover. This could secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created at within the terraces and ground floor public space. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration. This would increase opportunities for habitat expansion leading to greater ecological value.

Waste and Recycling - A waste management strategy details how waste would be managed. This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes, including potential organic waste, and for all uses of the proposed development in accordance with the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00.

The refuse store would be located on the ground floor with access to the service yard to the south of the building. It is expected that waste generated by the office use will be collected via a private regime five times per week.

The servicing strategy would minimise potential impact on front of house areas through the inclusion of dedicated servicing routes and back of house areas. It is proposed that management staff would move the bins out on collection days to the dedicated area adjacent to the service yard, before moving the bins back into the store following collection.

Environmental Health consider the waste management arrangements to be acceptable.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) – The majority of the site, is located in Flood Zone 1 and this portion of the Site is therefore of a low risk of flooding. A small corner of the north eastern corner is located within Flood Zone 2 as a result of the proximity of the River Medlock. This part of the Site is within an area with a medium probability of flooding. The site is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. hydraulic modelling of the River Medlock indicates the Site would not flood in a 1 in 100 year event, (with climate change taken into consideration), as the Site levels are above the modelled flood levels.

The Site is at a very low risk of flooding from surface water. Given the Site is largely hard standing the Proposed Development would not be likely to increase the impermeable area, and a result, the unlikely to increase risk of surface water flooding. To reduce this further, the drainage strategy proposes to reduce runoff discharge to close to a greenfield rate of 5 l/s to satisfy best management practices.

The proposed development is at a low risk of groundwater flooding occurring at the surface. The basement/lower ground level could be at risk of groundwater ingress when perched groundwater levels are high. However, assuming appropriate waterproofing is implemented, the risk of groundwater flooding below ground can be managed.

The proposed drainage strategy for the Plot 10a is to install surface water attenuation within a blue roof, small areas of permeable surfacing with collection pipework for drainage that will not infiltrate, SuDS enabled tree pit systems to capture low rainfall events and underground geocellular storage tanks. Discharge from the Site would be restricted to 5 l/s which represents the existing calculated Q1 brownfield runoff rate with a 50% betterment applied in accordance with local planning policy.

The risk of surface water flooding to the site is considered low, and the area around the Site is also generally identified as being at very low risk from surface water flooding, whilst surface water run-off from the Site would follow the topography around the Site directing surface water towards the River Irwell

The surface water drainage strategy has followed the hierarchy of drainage solutions. Sustainable Drainage Systems (Suds) would be implemented where possible to enable discharge, volume and water quality control of the surface water runoff and reduce flood risk on site.

The proposed drainage strategy for the Plot 10a is to install surface water attenuation within a blue roof, small areas of permeable surfacing with collection pipework for drainage that will not infiltrate, SuDS enabled tree pit systems to capture low rainfall events and underground geocellular storage tanks.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles.

The foul and surface water drainage systems would be kept separate on the application site prior to discharge. The strategy for Plot 10a would be to construct a separate foul drainage system which would either connect directly into the diverted public sewer system within River Street.

Contaminated Land Issues - A Phase I Desk Study has been prepared based on desktop / published sources, a site walkover survey and preliminary sampling and analysis.

The historical use of the Site as a rubber works with the historical plans showing asbestos clad buildings had resulted in the most recent investigation data finding that the Made Ground across the entire site is considered likely to be impacted with asbestos at low concentrations. The investigations also highlighted that there is a buried historical watercourse channel was noted running approximately north-west to south-east through the Site, which is stated to be a tributary of River Medlock. There is likely to be a requirement for a piling risk assessment to address any potential increase in risk to the aquifer which the development cause during construction works. Consultation with the Environment Agency should be undertaken to clarify expectations in this regard for this area.

Further excavations are necessary to fully assess the site. Site mitigation measures may be required but with these in place, the site would present a low risk to people in the future. A condition would require a full site investigation and remediation measures to be submitted and agreed.

It is noted that the site was struck by a German Bomb on 23rd December 1940, and there were several strikes within in close proximity to the site. Although no UXO was encountered during previous investigations of the site there is still a risk of UXO on the site that will need to be mitigated prior to any ground investigation.

A requirement for this investigation can be secured via a condition attached to any consent granted. If ordinance is found, a specialist UXB team would be engaged to assess next steps and to draw up risk assessments for any continuing works which would be carried out in accordance with provide best practice guidance for the industry (CIRIA).

Accessibility/ Inclusive Access – The design has sought to avoid discrimination regardless of disability, age or gender by, wherever possible. This covers the access to and within the building and public realm.

The proposal would be accessible. There is level access into the office entrance lobby off River Street. All floors of the building would be accessible by lift. There are 6 existing disabled parking spaces within a 3 minute walk of the building entrance.

Local Labour – A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Construction Management – Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Socio- Economic Impacts / Human Health - The proposed development is expected to deliver significant economic benefits including: supporting 155 FTE construction job years during a 104 week construction phase, delivering a total GVA contribution of circa. £14.5m through the direct, indirect and induced construction effects over the construction period.

The offices would be in a highly sustainable area. It is estimated that in excess of 1,025 FTEs could be provided once fully occupied generating GVA worth £87.8mm per year. Delivery of a range of jobs, including highly-skilled roles, graduate-relevant opportunities, and entry-level roles would be accommodated helping to drive economic growth and productivity in the city and support inclusive growth objectives and providing opportunities for local residents, potentially reducing the average distance travelled to work. There would also be supply chain benefits leading creating more jobs. Local expenditure would increase during the construction phase and via office occupiers on completion.

Cadent Gas –The holding objection is noted and an informative will be attached to any consent granted to signpost the separate requirement to get any Statutory consents from them

CONCLUSION

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it would not be unusual for this urban context, can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The proposal would help to regenerate a key site within the First Street SRF Area providing much needed high quality office accommodation. It would develop an underused poor quality site on a key route linking the City Centre with Hulme and Moss Side.

The new building would be sustainable and high quality and contribute to the SRF Area through its materials, elevational treatment and how it addresses street frontages.

Others benefits include job creation and public realm improvements. The scale of the proposal would cause some a low level of harm to the significance (setting) of the nearby listed buildings. However, this would be outweighed by the public benefits delivered. There would be some localised impacts on amenity at nearby residents in terms of daylight and sunlight.

The level of harm would be less than substantial and would be outweighed by the public benefits delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the tests set out in paragraphs 189, 197, 199, 201 and 202 of the NPPF.

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. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

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:

(a) Dwgs 105_B1_02_2199 REV F , 105_B1_02_2200 REV G, 105_B1_02_2201 REV F , 105_B1_02_2202 REV F , 105_B1_02_2211 REV F , 105_B1_02_2212 REV F , 105_B1_02_2213 REV F, 105_B1_04_2200 REV E, 105_B1_04_2201 REV E, 105_B1_04_2202 REV E, 105_B1_04_2203 REV E , 105_B1_05_2200 REV E, 105_B1_10_4201 REV C , 105_B1_10_4202 REV C and 105_B1_10_4203 REV B;

(b) Dwgs PL1471.2-PLA-GF-00-DR-L-001 REV P08, PL1471.2-PLA-ZZ-00-DR-L-002 REV P02, PL1471.2-PLA-ZZ-00-DR-L-003 REV P02
PL1471.2-PLA-ZZ-00-DR-L-005 REV P02; and; PL1471.2-PLA-GF-00-DR-L-011 REV P01

(c) Crime Impact Statement Version B 12 01 23 stamped as received on 23-01-23;

(d) Accommodation Schedule Section 4.1 of the First Street Developments Ltd, Plot 10a First Street, Design & Access Statement dated 13-01-2023 stamped as received on 23-01-23;

(e) Section 7 of the First Street Developments Ltd, Plot 10a First Street, Design & Access Statement dated 13-01-2023 stamped as received on 23-01-23;

(f) PLOT 10A FIRST STREET, MEDLOCK STREET, MANCHESTER WRITTEN SCHEME OF INVESTIGATION FOR ARCHAEOLOGICAL WORKS by Pre-Construct Archaeology dated January 2023 stamped as received on 23-01-23;

(g) Inclusions of measures and targets set out in the Plot 10a, First Street, Manchester, Energy & Sustainability Statement First Street (Developments) Limited 10-01-23 stamped as received on 23-01-23;

(h) Inclusion of measures and targets within the Plot 10a, First Street, Manchester Energy & Sustainability Statement, First Street (Developments) Limited dated 10-01-23 and Plot 10a BREEAM Credit Tracker Design Stage 23 Sep 2022 by Cundall both stamped as received on 06-07-22;

(i) Measures within Plot 10a, First Street Air Quality Assessment Vita Ventures Ltd. & ASK Real Estate dated 12-01-23 stamped as received on 23-01-23;

(j) (k) Details within the FIRST STREET PLOT 10A, FLOOD RISK ASSESSMENT - 1620007819-RAM-XX-XX-RP-EV-00001 Rev I04 by Ramboll dated December 2023 stamped as received on 23-01-23, Foul and Surface Water Drainage Strategy ref 1620007819-RAM-XX-XX-RP-CX-00001 Rev I04 and FRT Response e-mail from Deloitte dated 04 05 23;

(k) Television and Radio Reception Impact Assessment, Plot 10a First Street, Manchester by G Tech dated 11-01-23 stamped as received on 23-01-23;

(l) FIRST STREET DEVELOPMENTS LTD, PLOT 10A, FIRST STREET REGENERATION AREA, MANCHESTER, EXTENDED PHASE 1 HABITAT SURVEY AND BASELINE

BIODIVERSITY NET GAIN ASSESSMENT dated January 2023 by Penny Anderson Associates stamped as received on 23-01-23;

(m) First Street Developments Limited, Plot 10a, First Street, Ventilation Strategy Revision: B dated 20/11/2022 stamped as received on 23-01-23;

(n) PLOT 10A DEVELOPMENT, FIRST STREET, MANCHESTER, GROUND CONTAMINATION RISK ASSESSMENT letter dated 16-09-23 and CONTAMINATED LAND, DESK STUDY, PLOT 6/7 FIRST STREET dated March 2017 both stamped as received on 23-01-23;

(o) First Street Developments Ltd, Transport Statement Plot 10a, First Street dated January 2023 by Vectos stamped as received on 23-01-23;

(p) First Street Developments Ltd, Plot 10a, First Street Framework Travel Plan dated January 2023 by Vectos stamped as received on 23-01-23;

(q) First Street Developments Ltd , Waste & Servicing Strategy Report, PLOT 10a, FIRST STREET by Vectos dated January 2023 by Vectos stamped as received on 23-01-23;

(r) First Street Plot 10a, Noise Impact Assessment First, Street Developments Limited, PLOT10A-XX-XX-RP-Y-45001 by Cundall dated 12-01-23 stamped as received on 23-01-23;

(s) Plot 10a First Street, Wind Microclimate Report, 21 September 2022 stamped as received on 23-01-23;

(t) ES Volume 1 Main Text:

1. Introduction 2. EIA Methodology 3. Site, Surroundings and Description of Proposals 4. Alternatives and Design Evolution 26
5. Construction Phasing and Methodology , 6. Air Quality, 7. Climate Change, 8. Daylight, Sunlight and Overshadowing, 9. Human Health,
10. Noise and Vibration, 11. Socio-Economics, 12. Townscape and Visual Impact, 13. Wind Microclimate, 14. Summary of Residual Impacts
15. Type 1 Cumulative Effects

(u) ES Volume 2 List of Appendices

Chapter 1: Introduction

Appendix 1.1 - Site Location Plan

Chapter 2: Environmental Impact Assessment Methodology

Appendix 2.1 - ES Scoping Report

Appendix 2.2 - Committed Developments

Appendix 2.3 - EIA Scoping Opinion

Chapter 3: Alternatives and Design Evolution

No appendices

Chapter 4: Site, Surroundings and Description of Proposals

No appendices

Chapter 5: Construction Management and Phasing

Appendix 5.1 - Plot 10a Construction Management Plan and TMP

Appendix 5.2 - Plot 10b Construction Management Plan

Chapter 6: Air Quality

Appendix 6.1 - Air Quality Technical Appendix

Appendix 6.2 - Air Quality Figures

Chapter 7: Climate Change

Appendix 7.1 - Plot 10a Whole Life Carbon Assessment

Appendix 7.2 - Plot 10b Whole Life Carbon Assessment

Appendix 7.3 - Climate Change Risk Review

Chapter 8: Daylight, Sunlight and Overshadowing

Appendix 8.1 - 10A - Massing Images Baseline v Proposed

Appendix 8.2 - Window Maps

Appendix 8.3 - 10A Technical Analysis Results

Appendix 8.4 - 10B - Massing Images Baseline v Proposed

Appendix 8.5 - 10B Technical Analysis Results

Appendix 8.6 - 10A + 10B - Massing Images Baseline v Proposed

Appendix 8.7 - 10A + 10B Technical Analysis Results

Appendix 8.8 - Massing Images - Cumulative Scenario

Appendix 8.9 - Technical Analysis Results - Cumulative Scenario

Appendix 8.10 - Mirror Image Analysis

Appendix 8.11 - Façade Study

(v) ES Volume 3 -Non Technical Summary

all stamped as received on 23-01-23

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan polices DC19.1, DC20 and DC26.1.

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

- *hand sized samples and specifications of all materials to be used on all external elevations;
- *drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and
- *a programme for the production of the full sized sample panels and strategy for quality control management; and

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

and

(b) Prior to above ground development submission of a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (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 in line with the Monitoring and Mitigation as set out in the Plot 10, First Street Environmental Statement (Chapter 7) February 2023 stamped as received on 23-01-23;

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

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

4) a) Notwithstanding the PLOT 10A DEVELOPMENT, FIRST STREET, MANCHESTER, GROUND CONTAMINATION RISK ASSESSMENT letter dated 16-09-23 and CONTAMINATED LAND, DESK STUDY, PLOT 6/7 FIRST STREET dated March 2017 both stamped as received on 23-01-23 the measures for investigating the site identified in the Site Investigation Proposal shall be carried out. Prior to the commencement of development a report outlining what measures, if any are required to remediate the land (a Site investigation Report and / or Remediation Strategy) shall be submitted to and approved in writing by the City Council as local planning authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence in the identified areas until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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 scheme.

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.

5) No development shall take place until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority

- Display of an emergency contact number;
- o Arrangements that no noisy work shall commence before 08:30
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- o Parking of construction vehicles and staff; and
- o 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, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

6) Notwithstanding the documents detailed in condition 2, prior to the commencement of above ground works a programme for submission of final details of the public realm works and highway works as shown in in Dwgs Dwgs PL1471.2-PLA-GF-00-DR-L-001 REV P08, PL1471.2-PLA-ZZ-00-DR-L-002 REV P02, PL1471.2-PLA-ZZ-00-DR-L-003 REV P02 PL1471.2-PLA-ZZ-00-DR-L-005 REV P02; and; PL1471.2-PLA-GF-00-DR-L-011 REV P01 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

For the avoidance of doubt the development should be delivered in accordance with the approved programme and should not be occupied unless or until the public realm works are completed.

(a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, where detailed design allows bat boxes and brick, bird boxes and areas of sensitively designed lighting provide opportunities areas within the site for use by bats and moths to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;

(d) Details of how surface water from the public realm would be managed within the public realm though Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(e) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, temporary gates, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(f) Lighting around and within the site (which includes for consideration of older and disabled people and any biodiversity features installed for bats) and how it has been designed to increase opportunities for roosting bats; and

(g) A management and maintenance strategy for the public realm and who would be responsible for the day to day management and maintenance of these areas including ensuring ongoing maintenance of provision of access for disabled people.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

7) Prior to use of the external roof terrace on floors 11 and 12 commencing, a management strategy for the operation of the area, to include details of how , how noise outbreak from the internal areas would be managed how the noise from patrons will be managed and how the area will be cleared and closed by 23.00 and which precludes the playing of any amplified music shall be submitted to an approved in writing by the City Council as Local Planning Authority.

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

8) The external terrace areas on on floors 11 and 12 floor as shown in dwgs 105_B1_02_2211 REV F and 105_B1_02_2212 REV F shall only be accessible between the following hours:

07.00 and 23.00 Monday to Friday;
08.00 to 23.00 Saturday; and
09.00 to 23.00 Sunday

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

9) Notwithstanding the details as set out within condition 2 (k) no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. This shall include:

- *A finalised drainage layout showing all components, outfalls, levels and connectivity;
- * Confirmation of finalised FFLs of the ground floor set to 31.36 m AOD in-line with the FRA.

*Details of the finalised resistance/resilience measures to mitigate groundwater flood risk to the proposed basement.

* An assessment of blue roof feasibility and design.

* 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, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;

* An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

*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). 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 surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

* Where public sewer diversions are proposed, evidence of a proposed diversion plan agreed in principle by United Utilities is required.

* Hydraulic calculation of the proposed drainage system;

* Construction details of flow control and SuDS elements.

The approved details shall be implemented as part of the development.

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

10) Before use of the gym area as shown in dwg 105_B1_02_2200 REV G commences scheme for acoustically insulating the space to ensure that there is no unacceptable level of noise transfer from this unit to the office accommodation above or any unacceptable noise break out shall be submitted to and approved in writing by the City Council as local planning authority. Noise from gym activities such as impact machines and free weights areas will need to be included within the assessment and details of any acoustic insulation / acoustic floor build up recommendation for these areas.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

The approved noise insulation scheme shall be completed before the use of the gym commences. The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

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

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

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

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

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

12) The development hereby approved shall be carried out in accordance with the targets set out within the Plot 10a, First Street, Manchester Energy & Sustainability Statement, First Street (Developments) Limited dated 10-01-23 and Plot 10a BREEAM Credit Tracker Design Stage 23 Sep 2022 by Cundall both stamped as received on 06-07-22;

A post construction statement shall be submitted within 12 months of occupation of the development.

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

13) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being 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, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

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

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

15) Prior to occupation of the office accommodation and communal areas (including terraces) a scheme for the acoustic insulation of any plant including externally mounted ancillary equipment, lift equipment, substation and any emergency plant associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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

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

16) The development hereby approved shall be carried out in accordance with the First Street Developments Ltd , Waste & Servicing Strategy Report, PLOT 10a, FIRST STREET by Vectos dated January 2023 by Vectos stamped as received on 23-01-23;

The details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

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

17) 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).

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

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

19) Notwithstanding the Television and Radio Reception Impact Assessment, Plot 10a First Street, Manchester by G Tech dated 11-01-23 stamped as received on 23-01-23 if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

20) Prior to implementation of any proposed lighting scheme (including on the roof terrace and external areas) details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

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

21) The development hereby approved shall be carried out in accordance with the First Street Developments Ltd, Plot 10a, First Street Framework Travel Plan dated January 2023 by Vectos stamped as received on 23-01-23;

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

- i) the measures proposed to be taken to reduce dependency on the private car by building occupiers;
- ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi) measures to identify and promote walking routes connecting First Street, The Civic Quarter, ID Manchester and the Corridor and the City Centre; and
- vii) details of cycle parking within the public realm

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

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

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

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

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

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

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

24) The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas of public realm during the hours that it is open to the general public and via the main entrances.

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

25) The window(s) (excluding the cycle store which would have translucent glazing and the Fitness Studio which would have clear glazing with voiles / blinds for privacy / modesty) at ground level, fronting onto River Street, Hulme Street and First Street shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

26) If any external 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

27) Notwithstanding the details contained within condition 2 above prior to the first occupation of the residential element, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

(a) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points; and

(b) New lay-by will be located on River Street the approved scheme

shall be implemented and be in place prior to the first occupation of the office accommodation 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).

28) The development shall be carried out in accordance with sections 4, 5 and 6 of the Crime Impact Statement Version B 12 01 23 stamped as received on 23-01-23;

The development shall only be carried out in accordance with these approved details and within 12 months of completion, the applicant will confirm in writing to the Council as local planning authority that the development has achieved Secure by Design accreditation

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

29) No doors (other than those designated as fire exits, access to the sub station and ground floor bin store shown on plan 105_B1_02_2200 REV G shall open outwards onto adjacent public highway.

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

30) The 204 cycle parking spaces and 12 spaces within the public realm shall be fully implemented as shown in dwgs 105_B1_02_2200 REV G and PL1471.2-PLA-GF-00-DR-L-011 Rev PO1. The development shall not be occupied unless and until the above cycle parking spaces are in place

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

31) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present , no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

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

32) Prior to the first use of the development hereby approved a external 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).

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

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

34) The amenity space and roof terrace at levels 11 and 12 hereby approved shall be used as ancillary facilities for office users or visitors to the office facilities and shall not be accessible or useable by the general public.

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

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

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

36) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 15. 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 air source heat pumps 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).

37) A programme of archaeological works will be undertaken in accordance with the approved Written Scheme of Investigation prepared by Pre-Construct Archaeology in January 2023 (Plot 10A First Street, Medlock Street, Manchester. Written Scheme of Investigation for Archaeological Works) and submitted as part of the planning application. The WSI covers the following:

1. A phased programme and methodology of investigation and recording to include:
 - i) archaeological Strip-Map-Record
 - ii) informed by the above, targeted more detailed excavation of the most significant areas identified by the strip
2. A programme for post-investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the investigation results.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

38) The proposed gym use hereby approved as shown in dwg 105_B1_02_2200 REV G shall be ancillary to the office use and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

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

39) Before any part of the development hereby approved is first occupied details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority

A service management plan to include details of final arrangements in relation to both refuse collection and deliveries. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/ unloading and detail a programme for the implementation of the interim arrangements if Plot 10b is not completed before Plot 10a.

The development shall thereafter be fully implemented in accordance with these details.

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy

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

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

Informatives

1) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to

demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place. Commuted sums are required for any non-standard materials (and street trees) used on the adopted highway.

2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

3) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

4) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

5) For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

6) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

7) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

8) Nesting birds: No works to trees or shrubs shall occur between the 1 st March and 31 st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out

9) INNS Management: It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as wall cotoneaster are included within this schedule. If any wall cotoneaster will be transported off site as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence .

10) Generator: The routine maintenance and servicing of the now proposed emergency generator (level 12) shall be confined to Monday to Friday 08:00 to 18:00 hours.

11) Detail should be sought from the applicant in relation to any proposed construction or fit out arrangements, where there is an impact on the highway. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

12) The consent hereby granted does not negate the need for any statutory consents required in relation to the development relating to Gas Infrastructure from Cadent Gas.

Appendix 1 – List of consultees & neighbours notified

Planning Casework Unit
Natural England
Highway Services
Environmental Health
MCC Flood Risk Management
Strategic Development Team
City Centre Renegeration
United Utilities Water PLC
Greater Manchester Police
Historic England (North West)
Work & Skills Team
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

Flat 824, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 823, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 822, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 821, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 820, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 819, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 818, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 817, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 816, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 815, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 814, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 813, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 812, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 811, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 810, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 809, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 808, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 807, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 806, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Ribeye Steakhouse, 3 Isabella Banks Street, Manchester, M15 4RL
Flat 110, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 109, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 108, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 107, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 106, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 105, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX

Flat 131, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 130, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 129, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 128, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 127, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 126, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 125, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
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Flat 119, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 118, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 117, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat E114, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E125, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E124, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E115, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E113, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E112, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E111, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E110, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E109, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E108, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E107, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E106, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E105, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E104, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E103, New Medlock House, Chester Street, Manchester, M15 6JZ
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Flat D97, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D96, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D95, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D89, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D88, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D87, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D86, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D85, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D80, New Medlock House, Chester Street, Manchester, M15 6JZ
Unit 2, New Medlock House, Chester Street, Manchester, M2 5WA
Flat D84, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D83, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D82, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D81, New Medlock House, Chester Street, Manchester, M15 6JZ
1A Cambridge Street, Manchester, M1 5GB
1 Tony Wilson Place, Manchester, M15 4FN
Flat 8, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 6, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 4, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP

Apartment 62, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 6, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 7, 1 River Street, Manchester, M1 5BB
Apartment 4, 1 River Street, Manchester, M1 5BB
Apartment 23, 1 River Street, Manchester, M1 5BB
Apartment 21, 1 River Street, Manchester, M1 5BB
Apartment 19, 1 River Street, Manchester, M1 5BB
Apartment 9, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 73, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 71, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 69, 35 Little Peter Street, Manchester, M15 4QJ
Flat 13, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 20, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 22, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 11, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 19, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 21, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 23, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 10, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 7, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 2, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 3, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 5, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 4, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 1, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 14, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 16, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 18, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 21, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 24, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 2, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 3, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Flat 2, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Flat 7, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 5, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 44, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 42, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 4, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 34, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 32, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 3, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 28, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 26, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 23, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 11, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 1, Cambridge Mill, 5 Cambridge Street, Manchester, M1 5GF
Flat 69, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 57, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 55, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
4 River Street, Manchester, M1 5BG
Premier Lodge, River Street, Hulme, Manchester, M15 5FJ
Flat 103, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 100, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 99, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH

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[illegible]

Flat 111, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 110, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 109, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 108, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 107, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 106, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 105, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 92, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 91, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Third Floor South Wing, 6 - 8 Lower Ormond Street, Manchester, M1 5QF
Flat 4, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 7, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 42, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 11, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 23, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 32, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 10, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 37, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 43, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 33, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 34, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 31, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 22, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 21, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 3, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 1, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 39, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 19, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 41, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 9, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 18, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 44, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 6, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 8, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 15, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 17, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 27, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 28, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Room E Flat 89, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 89, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 89, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 89, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 89, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 23, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 24, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 22, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 21, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 20, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 19, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 18, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 17, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 16, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 15, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 14, 2 Lower Ormond Street, Manchester, M1 5QG

Flat 13, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 12, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 11, 2 Lower Ormond Street, Manchester, M1 5QG
Flat 37, 2 Lower Ormond Street, Manchester, M1 5QG
The Courtyard, 2 Chester Street, Manchester, M1 5GE
Ground Floor Unit, Student Village, Lower Chatham Street, Manchester, M1 5ST
Basement Unit B5, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 102, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 101, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 93, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 92, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 74, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 65, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 64, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 56, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 55, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 37, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 29, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 28, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 19, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 18, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
Flat 48, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 49, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 5, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 4, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 33, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 20, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 15, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 52, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 21, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 43, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 54, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 8, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 28, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 40, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 401, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 403, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 406, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 505, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 627, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 628, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 626, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 625, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 624, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 623, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 622, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 621, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 620, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 619, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 618, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 617, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 616, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 615, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 614, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX

Flat 613, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 612, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 611, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 610, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 609, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 608, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 607, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 606, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 605, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 604, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 603, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 602, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 601, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat 88, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 88, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 88, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 88, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 85, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 85, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 85, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room F Flat 84, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room E Flat 84, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 84, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 84, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 84, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 84, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room F Flat 83, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room E Flat 83, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 83, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 83, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 83, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 83, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 82, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 82, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 82, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 82, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 79, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 79, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 79, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room F Flat 78, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room E Flat 78, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 78, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 78, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 78, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 78, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room F Flat 77, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 319, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 219, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
10 First Street, Manchester, M15 4GU
6 First Street, Manchester, M15 4GU
12 First Street, Manchester, M15 4GU
4 First Street, Manchester, M15 4GU
Unit B6, Chorlton Mill, 26 Hulme Street, Manchester, M1 5BW
Unit B1, Chorlton Mill, 26 Hulme Street, Manchester, M1 5BW

Unit B2, Chorlton Mill, 26 Hulme Street, Manchester, M1 5BW
Indian Tiffin Room, 2 Isabella Banks Street, Manchester, M15 4RL
Flat 73, MacIntosh Mills, 4 Cambridge Street, Manchester, M1 5GH
8A Lower Ormond Street, Manchester, M1 5QF
Flat 1028, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RH
15 Jack Rosenthal Street, Manchester, M15 4RA
17 Jack Rosenthal Street, Manchester, M15 4RA
Junkyard Golf, 2 First Street, Manchester, M15 4RP
Flat 68, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Ground Floor, 1 City Road East, Manchester, M15 4PN
Flat 101, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 66, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 56, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 60, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 63, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 2, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 14, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 103, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 105, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 108, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 110, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 203, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 205, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 207, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 210, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 212, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 215, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 217, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 301, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 507, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 510, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 512, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 6, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Hotspur House, 2 Gloucester Street, Manchester, M1 5QR
1 City Road East, Manchester, M15 4PN
West Wing First Floor, 6 - 8 Lower Ormond Street, Manchester, M1 5QF
Flat 304, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 306, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 309, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 12, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 15, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 4, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Flat 17, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 18, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 20, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 14, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 22, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 23, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 16, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Room F Flat 60, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room E Flat 60, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 60, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 60, Parkway Gate, 50 Chester Street, Manchester, M15 6JE

Flat 6, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Room C Flat 73, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 73, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 73, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
GAZPROM MARKETING, First Floor, 1 City Road East, Manchester, M15 4PN
Inside Manchester, 1 First Street, Manchester, M15 4RP
Flat 11, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 19, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Second Floor, 1 City Road East, Manchester, M15 4PN
2 Tony Wilson Place, Manchester, M15 4FN
Serviced Apartment 250, 1 Cambridge Street, Manchester, M1 5GB
Flat 248, 1 Cambridge Street, Manchester, M1 5GB
Flat 249, 1 Cambridge Street, Manchester, M1 5GB
Flat 232, 1 Cambridge Street, Manchester, M1 5GB
Flat 231, 1 Cambridge Street, Manchester, M1 5GB
Flat 230, 1 Cambridge Street, Manchester, M1 5GB
Flat 229, 1 Cambridge Street, Manchester, M1 5GB
Flat 228, 1 Cambridge Street, Manchester, M1 5GB
Flat 227, 1 Cambridge Street, Manchester, M1 5GB
Flat 226, 1 Cambridge Street, Manchester, M1 5GB
Flat 225, 1 Cambridge Street, Manchester, M1 5GB
Flat 224, 1 Cambridge Street, Manchester, M1 5GB
Flat 223, 1 Cambridge Street, Manchester, M1 5GB
Flat 222, 1 Cambridge Street, Manchester, M1 5GB
Flat 220, 1 Cambridge Street, Manchester, M1 5GB
Flat 221, 1 Cambridge Street, Manchester, M1 5GB
Flat 209, 1 Cambridge Street, Manchester, M1 5GB
Flat 208, 1 Cambridge Street, Manchester, M1 5GB
Flat 207, 1 Cambridge Street, Manchester, M1 5GB
Flat 206, 1 Cambridge Street, Manchester, M1 5GB
Flat 205, 1 Cambridge Street, Manchester, M1 5GB
Flat 204, 1 Cambridge Street, Manchester, M1 5GB
Flat 203, 1 Cambridge Street, Manchester, M1 5GB
Flat 202, 1 Cambridge Street, Manchester, M1 5GB
Flat 201, 1 Cambridge Street, Manchester, M1 5GB
Flat 200, 1 Cambridge Street, Manchester, M1 5GB
Flat 199, 1 Cambridge Street, Manchester, M1 5GB
Flat 198, 1 Cambridge Street, Manchester, M1 5GB
Flat 197, 1 Cambridge Street, Manchester, M1 5GB
Flat 196, 1 Cambridge Street, Manchester, M1 5GB
Flat 195, 1 Cambridge Street, Manchester, M1 5GB
Flat 186, 1 Cambridge Street, Manchester, M1 5GB
Flat 185, 1 Cambridge Street, Manchester, M1 5GB
Flat 184, 1 Cambridge Street, Manchester, M1 5GB
Flat 183, 1 Cambridge Street, Manchester, M1 5GB
Flat 182, 1 Cambridge Street, Manchester, M1 5GB
Flat 181, 1 Cambridge Street, Manchester, M1 5GB
Flat 180, 1 Cambridge Street, Manchester, M1 5GB
Flat 267, 1 Cambridge Street, Manchester, M1 5GB
Flat 266, 1 Cambridge Street, Manchester, M1 5GB
Flat 265, 1 Cambridge Street, Manchester, M1 5GB
Flat 264, 1 Cambridge Street, Manchester, M1 5GB
Flat 263, 1 Cambridge Street, Manchester, M1 5GB
Flat 262, 1 Cambridge Street, Manchester, M1 5GB

Flat 257, 1 Cambridge Street, Manchester, M1 5GB

Flat 256, 1 Cambridge Street, Manchester, M1 5GB
Flat 254, 1 Cambridge Street, Manchester, M1 5GB
Flat 253, 1 Cambridge Street, Manchester, M1 5GB
Flat 252, 1 Cambridge Street, Manchester, M1 5GB
Flat 251, 1 Cambridge Street, Manchester, M1 5GB
Flat B12, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat B10, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat B11, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 62, 1 Cambridge Street, Manchester, M1 5GB
Flat 61, 1 Cambridge Street, Manchester, M1 5GB
Flat 282, 1 Cambridge Street, Manchester, M1 5GB
Flat 281, 1 Cambridge Street, Manchester, M1 5GB
Flat 280, 1 Cambridge Street, Manchester, M1 5GB
Flat 279, 1 Cambridge Street, Manchester, M1 5GB
Flat 278, 1 Cambridge Street, Manchester, M1 5GB
Flat 9, 1 Cambridge Street, Manchester, M1 5GB
Flat 8, 1 Cambridge Street, Manchester, M1 5GB
Flat 7, 1 Cambridge Street, Manchester, M1 5GB
Flat 6, 1 Cambridge Street, Manchester, M1 5GB
Flat 5, 1 Cambridge Street, Manchester, M1 5GB
Flat 4, 1 Cambridge Street, Manchester, M1 5GB
Flat 3, 1 Cambridge Street, Manchester, M1 5GB
Flat 2, 1 Cambridge Street, Manchester, M1 5GB
Flat 277, 1 Cambridge Street, Manchester, M1 5GB
Flat 276, 1 Cambridge Street, Manchester, M1 5GB
Flat 275, 1 Cambridge Street, Manchester, M1 5GB
Flat 274, 1 Cambridge Street, Manchester, M1 5GB
Flat 273, 1 Cambridge Street, Manchester, M1 5GB
Flat 272, 1 Cambridge Street, Manchester, M1 5GB
Flat 271, 1 Cambridge Street, Manchester, M1 5GB
Flat 270, 1 Cambridge Street, Manchester, M1 5GB
Flat 269, 1 Cambridge Street, Manchester, M1 5GB
Flat 268, 1 Cambridge Street, Manchester, M1 5GB
Flat 40, 1 Cambridge Street, Manchester, M1 5GB
Flat 39, 1 Cambridge Street, Manchester, M1 5GB
Flat 38, 1 Cambridge Street, Manchester, M1 5GB
Flat 37, 1 Cambridge Street, Manchester, M1 5GB
Flat 36, 1 Cambridge Street, Manchester, M1 5GB
Flat 35, 1 Cambridge Street, Manchester, M1 5GB
Flat 34, 1 Cambridge Street, Manchester, M1 5GB
Flat 33, 1 Cambridge Street, Manchester, M1 5GB
Flat 32, 1 Cambridge Street, Manchester, M1 5GB
Flat 31, 1 Cambridge Street, Manchester, M1 5GB
Flat 30, 1 Cambridge Street, Manchester, M1 5GB
Flat 29, 1 Cambridge Street, Manchester, M1 5GB
Flat 28, 1 Cambridge Street, Manchester, M1 5GB
Flat 27, 1 Cambridge Street, Manchester, M1 5GB
Flat 26, 1 Cambridge Street, Manchester, M1 5GB
Flat 25, 1 Cambridge Street, Manchester, M1 5GB
Flat 24, 1 Cambridge Street, Manchester, M1 5GB
Flat 23, 1 Cambridge Street, Manchester, M1 5GB
Flat 22, 1 Cambridge Street, Manchester, M1 5GB
Room A Flat 77, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 77, Parkway Gate, 50 Chester Street, Manchester, M15 6JE

Room C Flat 77, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 77, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 76, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 76, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 76, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 76, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat A14, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A12, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A11, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A10, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A9, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A8, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A7, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A6, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A5, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A4, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A3, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A2, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A1, New Medlock House, Chester Street, Manchester, M15 6JX
Sketch360, Studio 15A, Lower Ormond Street, Manchester, M1 5QJ
Apartment 44, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 37, 35 Little Peter Street, Manchester, M15 4QJ
Flat B24, New Medlock House, Chester Street, Manchester, M15 6JY
Flat A23, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A22, New Medlock House, Chester Street, Manchester, M15 6JX
Flat G1, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat Sa6, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat A17, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A15, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A16, New Medlock House, Chester Street, Manchester, M15 6JX
Unit 1, 35 Little Peter Street, Manchester, M15 4QJ
Flat A21, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A20, New Medlock House, Chester Street, Manchester, M15 6JX
Flat 33, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat A18, New Medlock House, Chester Street, Manchester, M15 6JX
Flat A19, New Medlock House, Chester Street, Manchester, M15 6JX
Flat B6, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat B4, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat B3, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat B1, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 601, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 111, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
8 Great Marlborough Street, Manchester, M1 5NN
John Dalton Building, Chester Street, Manchester, M1 5GD
22 Hulme Street, Manchester, M1 5BW
1 River Street, Manchester, M1 5BB
The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Unit 1, New Medlock House, Chester Street, Manchester, M15 6DD
Flat 532, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 535, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 534, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 533, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 531, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 530, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX

[illegible]

Flat 148, 1 Cambridge Street, Manchester, M1 5GB
Flat 147, 1 Cambridge Street, Manchester, M1 5GB
Flat 138, 1 Cambridge Street, Manchester, M1 5GB
Flat 137, 1 Cambridge Street, Manchester, M1 5GB
Flat 136, 1 Cambridge Street, Manchester, M1 5GB
Flat 135, 1 Cambridge Street, Manchester, M1 5GB
Flat 134, 1 Cambridge Street, Manchester, M1 5GB
Flat 133, 1 Cambridge Street, Manchester, M1 5GB
Flat 132, 1 Cambridge Street, Manchester, M1 5GB
Flat 7, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Arch 61, Whitworth Street West, Manchester, M1 5WQ
Flat 10, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 9, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 5, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
17 River Street, Manchester, M1 5BG
13 River Street, Manchester, M1 5BG
Apartment 9, 1 River Street, Manchester, M1 5BB
Apartment 8, 1 River Street, Manchester, M1 5BB
Apartment 6, 1 River Street, Manchester, M1 5BB
Apartment 5, 1 River Street, Manchester, M1 5BB
First Floor, 6 - 8 Lower Ormond Street, Manchester, M1 5QF
Ground Floor, 6 - 8 Lower Ormond Street, Manchester, M1 5QF
Apartment 3, 1 River Street, Manchester, M1 5BB
Apartment 24, 1 River Street, Manchester, M1 5BB
Apartment 22, 1 River Street, Manchester, M1 5BB
Apartment 20, 1 River Street, Manchester, M1 5BB
Apartment 2, 1 River Street, Manchester, M1 5BB
Apartment 18, 1 River Street, Manchester, M1 5BB
Apartment 17, 1 River Street, Manchester, M1 5BB
Apartment 16, 1 River Street, Manchester, M1 5BB
Apartment 15, 1 River Street, Manchester, M1 5BB
Apartment 14, 1 River Street, Manchester, M1 5BB
Apartment 12, 1 River Street, Manchester, M1 5BB
Apartment 11, 1 River Street, Manchester, M1 5BB
Apartment 10, 1 River Street, Manchester, M1 5BB
Apartment 1, 1 River Street, Manchester, M1 5BB
First Floor, Madison House, 37 Little Peter Street, Manchester, M15 4QJ
Ground Floor, Madison House, 37 Little Peter Street, Manchester, M15 4QJ
Flat G9, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat G8, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat G7, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat G6, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat G4, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat G3, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat G2, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 32, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 30, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 3, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 28, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 26, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 24, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 22, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 20, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 2, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP

Madison House, 37 Little Peter Street, Manchester, M15 4QJ

Flat 129, 1 Cambridge Street, Manchester, M1 5GB

Flat 127, 1 Cambridge Street, Manchester, M1 5GB
Flat 126, 1 Cambridge Street, Manchester, M1 5GB
Flat 125, 1 Cambridge Street, Manchester, M1 5GB
Flat 124, 1 Cambridge Street, Manchester, M1 5GB
Flat 123, 1 Cambridge Street, Manchester, M1 5GB
Flat 122, 1 Cambridge Street, Manchester, M1 5GB
Flat 121, 1 Cambridge Street, Manchester, M1 5GB
Flat 120, 1 Cambridge Street, Manchester, M1 5GB
Flat B9, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat B8, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 247, 1 Cambridge Street, Manchester, M1 5GB
Flat 246, 1 Cambridge Street, Manchester, M1 5GB
Flat 245, 1 Cambridge Street, Manchester, M1 5GB
Flat 244, 1 Cambridge Street, Manchester, M1 5GB
Flat 243, 1 Cambridge Street, Manchester, M1 5GB
Flat 242, 1 Cambridge Street, Manchester, M1 5GB
Flat 241, 1 Cambridge Street, Manchester, M1 5GB
Flat 240, 1 Cambridge Street, Manchester, M1 5GB
Flat 239, 1 Cambridge Street, Manchester, M1 5GB
Flat 238, 1 Cambridge Street, Manchester, M1 5GB
Flat 237, 1 Cambridge Street, Manchester, M1 5GB
Flat 236, 1 Cambridge Street, Manchester, M1 5GB
Flat 235, 1 Cambridge Street, Manchester, M1 5GB
Flat 234, 1 Cambridge Street, Manchester, M1 5GB
Flat 233, 1 Cambridge Street, Manchester, M1 5GB
Flat 219, 1 Cambridge Street, Manchester, M1 5GB
Flat 218, 1 Cambridge Street, Manchester, M1 5GB
Flat 217, 1 Cambridge Street, Manchester, M1 5GB
Flat 216, 1 Cambridge Street, Manchester, M1 5GB
Flat 215, 1 Cambridge Street, Manchester, M1 5GB
Flat 214, 1 Cambridge Street, Manchester, M1 5GB
Flat 213, 1 Cambridge Street, Manchester, M1 5GB
Flat 212, 1 Cambridge Street, Manchester, M1 5GB
Flat 211, 1 Cambridge Street, Manchester, M1 5GB
Serviced Apartment 210, 1 Cambridge Street, Manchester, M1 5GB
Flat 194, 1 Cambridge Street, Manchester, M1 5GB
Flat 193, 1 Cambridge Street, Manchester, M1 5GB
Flat 192, 1 Cambridge Street, Manchester, M1 5GB
Flat 191, 1 Cambridge Street, Manchester, M1 5GB
Flat 190, 1 Cambridge Street, Manchester, M1 5GB
Flat 189, 1 Cambridge Street, Manchester, M1 5GB
Flat 188, 1 Cambridge Street, Manchester, M1 5GB
Flat 187, 1 Cambridge Street, Manchester, M1 5GB
Flat 179, 1 Cambridge Street, Manchester, M1 5GB
Flat 178, 1 Cambridge Street, Manchester, M1 5GB
Flat 177, 1 Cambridge Street, Manchester, M1 5GB
Flat 176, 1 Cambridge Street, Manchester, M1 5GB
Flat 175, 1 Cambridge Street, Manchester, M1 5GB
Flat 174, 1 Cambridge Street, Manchester, M1 5GB
Flat 173, 1 Cambridge Street, Manchester, M1 5GB
Apartment 39, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 36, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 35, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 33, 35 Little Peter Street, Manchester, M15 4QJ

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Flat 327, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 326, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 325, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 324, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 323, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 322, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 321, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 320, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 319, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 318, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 317, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 316, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 315, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 314, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 313, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 312, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 311, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 310, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 309, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room E Flat 527, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat 527, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room G Flat 531, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room F Flat 531, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room E Flat 531, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room G Flat 327, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room F Flat 327, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room E Flat 327, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat 327, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room G Flat 331, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room F Flat 331, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room E Flat 331, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room G Flat 227, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room F Flat 227, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room E Flat 227, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat 227, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 169, 1 Cambridge Street, Manchester, M1 5GB
Flat 172, 1 Cambridge Street, Manchester, M1 5GB
Flat 171, 1 Cambridge Street, Manchester, M1 5GB
Flat 170, 1 Cambridge Street, Manchester, M1 5GB
Flat 168, 1 Cambridge Street, Manchester, M1 5GB
Flat 146, 1 Cambridge Street, Manchester, M1 5GB
Flat 145, 1 Cambridge Street, Manchester, M1 5GB
Flat 144, 1 Cambridge Street, Manchester, M1 5GB
Flat 143, 1 Cambridge Street, Manchester, M1 5GB
Flat 142, 1 Cambridge Street, Manchester, M1 5GB
Flat 141, 1 Cambridge Street, Manchester, M1 5GB
Flat 140, 1 Cambridge Street, Manchester, M1 5GB
Flat 139, 1 Cambridge Street, Manchester, M1 5GB
3 Tony Wilson Place, Manchester, M15 4FN
7 Jack Rosenthal Street, Manchester, M15 4RA
WOOD Manchester, 3 Jack Rosenthal Street, Manchester, M15 4RA
Kettlebell Kitchen, 11 Jack Rosenthal Street, Manchester, M15 4RA
9 Jack Rosenthal Street, Manchester, M15 4RA
The Gasworks Brewbar, 5 Jack Rosenthal Street, Manchester, M15 4RA

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Flat 508, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 507, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 506, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 505, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 504, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 503, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 502, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 501, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 428, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 427, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 426, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 61, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 46, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 50, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 59, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 62, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 16, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 12, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 3, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 11, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 27, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 19, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 53, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 10, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
East Wing Second Floor, 6 - 8 Lower Ormond Street, Manchester, M1 5QF
Flat 102, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 104, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 106, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 107, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 410, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 411, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 412, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 413, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 414, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 415, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 416, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 501, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 502, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 503, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 504, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 506, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 508, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 109, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 201, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 202, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 204, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 206, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 208, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 209, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 509, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 511, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 513, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 39, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 25, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF

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Flat 47, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 9, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 7, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 37, The Foundry, 2A Lower Chatham Street, Manchester, M1 5TF
Flat 211, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 213, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 214, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 216, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 218, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 302, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 303, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 305, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 307, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 308, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 310, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 311, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 312, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 313, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 314, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 315, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 316, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Flat 317, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BZ
Third Floor, 1 City Road East, Manchester, M15 4PN
First Floor, 8 Chester Street, Manchester, M1 5GE
Room A Flat 58, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
5A Hulme Street, Manchester, M1 5GL
Unit G5, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Room C Flat 54, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 54, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 54, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room E Flat 53, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 53, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 53, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 53, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 53, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 52, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 52, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 52, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 52, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 49, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 49, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 49, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 535, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Third Floor, 8 Chester Street, Manchester, M1 5GE
Room C Flat 535, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat 535, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat 534, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat 522, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat 522, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat 521, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat 521, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat 521, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat 521, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat 520, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX

Room F Flat 185, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room E Flat 185, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 185, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 185, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 185, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 185, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat L10, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L09, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L08, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L07, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L06, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L05, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L04, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L03, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L02, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat L01, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Arch 62, Whitworth Street West, Manchester, M1 5WW
Flat 35, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 40, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 26, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 14, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 2, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 20, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 45, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 36, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 29, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 24, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 5, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 12, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 16, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 104, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 103, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 102, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 101, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 100, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 99, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 98, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 97, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 96, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 95, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 94, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 93, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 90, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 89, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 88, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 87, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 86, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 85, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 209, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RB
Flat 211, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RB
Flat 210, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RB
Flat 208, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RB
Flat 207, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RB
Flat 206, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RB

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Room B Flat 47, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 47, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 46, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 46, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 55, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 55, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 55, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room F Flat 54, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room E Flat 54, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 54, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 25, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 30, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 38, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
Flat 46, Lockes Yard, 4 Great Marlborough Street, Manchester, M1 5AL
9 River Street, Manchester, M1 5BG
11 River Street, Manchester, M1 5BG
Flat 8, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Flat 10, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Flat 7, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Flat 9, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Flat 1, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
Flat 5, Sallys Yard, 9 Hulme Street, Manchester, M1 5GL
5 River Street, Manchester, M1 5BG
15 River Street, Manchester, M1 5BG
Flat 3, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 4, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 5, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 6, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 7, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 8, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 9, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Flat 10, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
6 Great Marlborough Street, Manchester, M1 5NN
8 Chester Street, Manchester, M1 5GE
Flat 1, Lincoln Place, 7 Hulme Street, Manchester, M1 5GL
Room B Flat 46, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 46, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 43, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 43, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 43, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room B Flat 520, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat 520, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat 520, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat 422, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat 422, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat L10, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat L10, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat L10, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat L10, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat L09, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat L09, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat L09, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat L08, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX

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Room A Flat 216, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room E Flat G15, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat G15, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat G15, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat G15, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat G15, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat G14, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat G14, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat G14, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat G13, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat G13, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat G13, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat G13, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 31, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 34, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 33, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 32, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 30, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 29, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 28, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 27, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 26, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 25, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 24, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 23, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 22, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 21, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 20, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 19, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 18, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 17, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 16, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 15, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 14, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 13, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 12, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 11, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 10, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 9, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 8, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 7, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 6, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 5, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 4, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 3, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Flat 2, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room C Flat 119, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
South Wing Ground Floor, 6 - 8 Lower Ormond Street, Manchester, M1 5QF
Second Floor South T H Andrews And Co Ltd, 6 - 8 Lower Ormond Street, Manchester, M1 5QF
West Wing Ground Floor, 6 - 8 Lower Ormond Street, Manchester, M1 5QF
Room B Flat 119, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room A Flat 119, Parkway Gate, 50 Chester Street, Manchester, M15 6JE
Room D Flat 118, Parkway Gate, 50 Chester Street, Manchester, M15 6JE

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Flat F152, New Medlock House, Chester Street, Manchester, M15 6JX
Flat F150, New Medlock House, Chester Street, Manchester, M15 6JX
Flat F149, New Medlock House, Chester Street, Manchester, M15 6JX
Flat F148, New Medlock House, Chester Street, Manchester, M15 6JX
Flat F147, New Medlock House, Chester Street, Manchester, M15 6JX
Flat F146, New Medlock House, Chester Street, Manchester, M15 6JX
Flat F145, New Medlock House, Chester Street, Manchester, M15 6JX
Flat E123, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E122, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E121, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E120, New Medlock House, Chester Street, Manchester, M15 6JZ
Chorlton Mill, 26 Hulme Street, Manchester, M1 5BW
24 - 26 Hulme Street, Manchester, M1 5BW
SAINSBURYS SUPERMARKETS LTD, 4 Isabella Banks Street, Manchester, M15 4RL
The Ropeworks, Little Peter Street, Manchester, M15 4QJ
Unit 1, The Ropeworks, Little Peter Street, Manchester, M15 4QJ
Flat 4, 20 Hulme Street, Manchester, M1 5BW
Flat 3, 20 Hulme Street, Manchester, M1 5BW
Flat 2, 20 Hulme Street, Manchester, M1 5BW
5 Chester Street, Manchester, M1 5QS
Flat 815, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 814, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 420, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 419, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 418, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 417, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 416, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 415, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 414, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 413, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 412, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 411, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 410, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 409, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 408, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 407, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 406, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 405, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 404, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 403, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 402, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 401, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RF
Flat 1016, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RH
Flat 1015, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RH
Flat 1014, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RH
Flat 1013, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RH
Room A Flat G07, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room D Flat G07, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat G07, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat G07, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room C Flat G06, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room B Flat G06, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat G06, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Room A Flat G05, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX

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Flat 908, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 907, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 906, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 905, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 904, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 903, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 902, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 1002, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RH
Flat 928, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 927, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 926, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 925, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 924, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 923, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 922, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat 921, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat B13, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BY
Flat 901, Vita House, 13 Jack Rosenthal Street, Manchester, M15 4RG
Flat E119, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E118, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E117, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E116, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D94, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D93, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat D92, New Medlock House, Chester Street, Manchester, M15 6JZ
Apartment 55, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 67, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 64, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 58, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 53, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 50, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 49, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 46, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 43, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 40, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 38, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 34, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 32, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 3, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 28, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 25, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 23, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 20, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 19, 35 Little Peter Street, Manchester, M15 4QJ
Apartment 16, 35 Little Peter Street, Manchester, M15 4QJ
Flat 1, 20 Hulme Street, Manchester, M1 5BW
20 Hulme Street, Manchester, M1 5BW
Engine House, Chorlton Mill, 3 Cambridge Street, Manchester, M1 5BW
Flat B49, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B48, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B47, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B46, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B45, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B44, New Medlock House, Chester Street, Manchester, M15 6JY

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Flat E130, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E129, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E128, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E127, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat E126, New Medlock House, Chester Street, Manchester, M15 6JZ
Flat B27, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B29, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B28, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B26, New Medlock House, Chester Street, Manchester, M15 6JY
Flat B25, New Medlock House, Chester Street, Manchester, M15 6JY
Bate And Taylor Architects, Macintosh House, 4A Cambridge Street, Manchester, M1 5GG
Flat 31, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 29, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 27, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 25, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 23, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 21, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 19, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 17, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 15, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 12, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 1, The Green Building, 19 New Wakefield Street, Manchester, M1 5NP
Flat 31, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 47, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 49, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 39, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 40, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 41, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 42, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 43, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 44, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 45, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 48, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 25, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 27, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 29, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 32, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 33, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 35, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 36, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 37, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 38, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 46, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 34, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 30, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 24, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 26, The Nile, 26 City Road East, Manchester, M15 4TB
Flat 28, The Nile, 26 City Road East, Manchester, M15 4TB
The Nile, 26 City Road East, Manchester, M15 4TB
Flat 9, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 6, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 8, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 12, The Nile, 24 City Road East, Manchester, M15 4TA
Flat 15, The Nile, 24 City Road East, Manchester, M15 4TA

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Arch 69, Whitworth Street West, Manchester, M1 5WQ
Flat 835, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 834, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 214, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 213, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 212, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 211, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 210, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 209, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 208, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 207, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 206, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 205, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 204, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 203, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 202, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 201, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 125, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 124, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 123, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 122, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 121, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 120, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 119, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 118, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 117, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 116, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 115, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 114, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 113, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 112, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 111, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 833, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 832, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 831, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 830, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 829, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 828, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 827, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 826, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX
Flat 825, Manchester Student Village, Lower Chatham Street, Manchester, M1 5SX

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(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) -
Area Team Boundary - Name: CENTRAL

