

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134288/FO/2022

Date registered valid: 19 July 2022

Proposal: Erection of 15 storey building comprising office space (Use Class E(g)(i)) and ancillary flexible commercial uses (Use Class E), rooftop terrace, highway works, landscaping, and other associated works

Address: No.3 Circle Square, Land Bounded By Princess Street, Newman Street (Formerly Brancaster Road) And Cloak Street, Manchester, M1 7ED

Ward(s): Deansgate Ward

Applicant: Bruntwood Circle Square 12 Ltd C/o Agent

Agent (if any): Mrs Rachel Poole Deloitte LLP The Hanover Building, Corporation Street, Manchester, M4 4AH

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Recommendation: Approve

Date of recommendation: 31-10-22

Application details

Type of application: Full Application Consent

Development type: Largescale Major Office

Date of site visit: 26 July 2022

Standard consultations:

Printed: 11 August 2022 Expired: 10 September 2022

Neighbour notifications

Printed: 20 July 2022 Expired: 19 August 2022

Site notice

Posted: 26 July 2022 Expired: 25 August 2022

Press advert

Published: 26 July 2022 Expired: 25 August 2022

Departure from Development Plan: No

Environmental Statement: RECV

Description of site/building

BACKGROUND

Application ref no 125451/FO/2019 previously granted consent for the erection of new 15 storey building plus basement to include basement plant room, ground floor reception, cycle store and commercial space (flexible Use Classes A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), D1 (Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only) and 14 storeys of offices (Use Class B1) together with rooftop lounge and terrace, associated means of access and external landscaping around base of building in January 2020 on part of the application site.

Following the success of No.1 and No.2 Circle Square, and after learning lessons from these, the applicant has sought to re-think the proposition at Plot 12, No.3 Circle Square. The purpose of the revised proposal is to better the approved scheme in terms of the operation of the building. The building is designed to be Net Zero Carbon in operation and a commitment has been made by Bruntwood for the building to achieve a minimum NABERS rating of 5 (with 5.5 being the aspiration). In addition, and following the redevelopment of the Masterplan, including the success of Symphony Park, the public realm strategy has enhanced. This has provided the opportunity to revisit and improve on the design of the building and public spaces created. The re-designed building is of a similar height and slightly larger footprint than that approved previously. The applicant site now extends under the Mancunian Way and further towards the Manchester Technology Centre to accommodate a larger area of public realm.

DESCRIPTION OF SITE

The application relates to a site bounded by Newman Street (formally Brancaster Road) to the north, Hawkshaw Street / Manchester Technology Centre (MTC) to the west, Cloak Street to the south and Princess Street to the east, previously known as Plot 12 but within this application as 3 Circle Square.

The site is approximately 0.2 ha and lies within the wider area covered by the Circle Square SRF Masterplan which is indicatively set out for an office use. The Site most recently comprised the construction compound for Sisk, the contractors developing the other plots on the Circle Square Masterplan. It is now cleared and hoarded, awaiting development.

To the south west of the Site, which also forms part of the wider Masterplan Site, is the Manchester Technology Centre (MTC). This building remains in active use with commercial units located on the ground floor. The 'Hatch' development is located adjacent to the Manchester Technology Centre and beneath the Mancunian Way and provides a range of flexible retail and leisure uses.

The Mancunian Way fly-over is situated along the Circle Square Masterplan southern boundary and creates a barrier between Circle Square and the main University campuses further south. To the north of the Site, on the eastern bank of the River Medlock are a number of residential apartments within Princess House and Montana House, both rising to approximately 12 storeys.

Further to the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential uses at its junction with Oxford Road. The Grade II Listed Lass O'Gowrie pub is located north of the Site on Charles

Street. Further Grade II and Grade II* Listed buildings are located further north on Princess Street and Whitworth Street West.

To the east of Princess Street boundary is the former UMIST campus, which is now known as the Sackville Street campus (or North Campus) of the University of Manchester. Princess Street bridges the River Medlock, a tributary of the River Irwell.

To the west of the Site is Oxford Road, which contains a mixture of uses and building.

There are no designated heritage assets (Scheduled Monuments, Grade I, II* and II Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields) within the site boundary. There are a number of listed buildings in the vicinity, including Grade II listed Lass O’Gowrie pub on Charles Street and Grade II* Palace Hotel on Oxford Road. The Grade II listed Dancehall Theatre located on Oxford Road overlooks the broader Masterplan Site from the West. The Site is not within a Conservation Area but the border of the Whitworth Street Conservation Area lies to the north of on Whitworth Street.

There are no trees located on or adjacent to the Site.

The site topography includes significant falls; from north to south of approximately 2m, and from east to west of over 1m.

The Site is identified for redevelopment within the endorsed The Former BBC Strategic Development Framework (BBC SRF) (2013). The delivery of development of this site forms part of the Circle Square Masterplan. It is part of a wider vision delivering a mixed-use neighbourhood in the area, creating workspace, residential accommodation, retail and leisure all centred around a brand new city park.

The site lies within a highly accessible City Centre location accessible by a variety of public transport including Metrolink, bus and rail.

The north and east part of the Site, bounded by Newman and Princess Street respectively, are allocated in Flood Zone 2. The southern part of the Site, bounded by Hawkshaw Street, is in Flood Zone 1.

PROPOSED DEVELOPMENT

Consent is sought for the erection of a 15 storey building comprising office space (Use Class E(g)(i)) and ancillary flexible commercial uses (Use Class E), rooftop terrace for use by the office occupiers. 36,448 sq. m GEA of floorspace including 962 sq. m (NIA) of flexible commercial space would be provided along with new areas of public realm adjacent to the building.

The main entrance to the building would be located on Newman Street and would provide the entrance to the office uses above, as well as a number of commercial retail / leisure units. The reception space is intended to be connected with the food and beverage unit to create a flexible, integrated space throughout the Ground Floor, creating a more active and interesting space. The ground floor has been conceived with the intent to maximise active frontages towards Newman Street (North), Hawkshaw Street (West) and Princess Street (East).

The ground floor commercial uses would be provided across three units. Two large commercial units would feature mezzanine levels and front onto Newman Street on the northern face and north east corner, to address both Princess Street and the wider masterplan and highlight this corner as a gateway into Circle Square. The third commercial unit would be located on the south western corner of the ground floor fronting Hawkshaw Sheet. There would also be an entrance to

the unit on the southern frontage, to bring activity to this route. The retail units would have level thresholds. The café/restaurant unit fronting Symphony Gardens would also have its own dedicated entrance, and internal connection with the reception area. There would also be ancillary accommodation including bin stores, plant spaces and 3 sub-stations.

The first to thirteenth floors would comprise conventional office accommodation capable of subdivision into a maximum of two suites. These would provide open plan shell and core layouts, which are flexible to adapt a variety of tenant layouts and structures if needed. The floorplate layout has been designed to allow subdivision of floors and levels within the building should it be required by future tenants.

The fourteenth floor would include a variety of amenity spaces including refreshment station/bar, lounge areas, informal meeting spaces, touch down desks, meeting rooms, an event space with dedicated re-heat kitchen as well as two outdoor terraces and plant spaces.

The roof terraces and lounge / workspace would be located on the north east and north west corners of the roof, allowing tenants to take advantage of the views looking west into the Circle Square development and east towards Piccadilly Station. The roof terrace would include a planting scheme that would include a mixture of planting using native species.

The building facades would be in a mix of glazing and long-format brick in a red brick tone. There would be deep punched glazed openings and large brick arches to the ground floor.

The extended building footprint from the extant consent on-site provides the opportunity to rationalise routes through the site and create a larger area of new public realm between the building and MTC. The design is intended to create a much more informal and intimate garden space for users to enjoy in contrast to the more formal layout of the adjacent Symphony Gardens. This area would include new, high quality paving, trees (58 new trees) and greenery to create a more softer space (700m²) whilst improving the overall levels of biodiversity. The new public realm will also include spill out spaces from the commercial units at No.3 Circle Square on Newman Street, allowing customers to enjoy the tranquility offered by the greenery.

The landscape proposals have been designed to accommodate the Manchester Technology Centre remaining in its current form in the short to medium term.

The development would target a NABERS rating of 5.5. and will achieve a minimum of a 42.32% improvement on Part L 2013 and should achieve BREEAM Excellent. Supported by the inclusion of 122 cycle spaces and proximity to a range of public transport options it would encourage sustainable transport choices.

The cycle hub would be located on the eastern side of the building with a glazed façade to provides a legible entrance to Circle Square from Princess Street and further encourage activity and movement through this route. Additionally, there would be short-stay spaces integrated into the landscaping strategy of the building, in the form of 15 Sheffield stands in total (30 spaces) at the northern and western perimeter of the building.

No loading bay is provided - general servicing and vehicle access will be via Cloak Street.

As a result of the new public garden space to the west of the building, vehicular access to Newman Street, and areas of Circle Square to the north of the Site, from the west of the Site would be restricted as part of the proposed scheme. A new access road is therefore envisaged immediately to the south of the Site, broadly following the former alignment of Cloak Street (which was stopped up to accommodate construction vehicle access for the wider Circle Square site). This would be a one-way service road for a very low volume of service and refuse vehicles. All vehicles would

exit onto the A34 Princess Street from Cloak Street, which would be reinstated as part of the Proposed Development.

Bins would be wheeled direct from the storage area to the collection point on the reinstated Cloak Street.

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

The maximum height of the building (to the top of the lift run) would be 68.17m.

The proposal does not include parking and it is envisaged that nearby car parks would be used. The application is supported by a Framework Travel Plan.

Plot 12 (the Site) comprises Phase 2 of the Circle Square Masterplan. Phase 3 comprises the land currently occupied by Manchester Technology Centre and the land running beneath the Mancunian Way. Bruntwood has delivered the first phase of development underneath Mancunian Way in the form of Hatch Phases 1 and 2. Hatch has successfully activated this previously dead space and created the conditions to further extend eastwards towards Upper Brook Street in the near future.

A 2015 Phasing and Delivery Plan assumed that Manchester Technology Centre would be demolished in 2021 and re-developed under Phase 3 as commercial blocks 1A, 1B and 1C. Whilst Bruntwood still has a long-term aspiration to replace the Manchester Technology Centre this will remain in situ for the foreseeable future due to an existing lease agreement with Tesco at the ground floor level, which does not expire for another 10 years.

As Manchester Technology Centre is to remain in its current form in the short to medium term, the landscape strategy and Masterplan has been amended to reflect this. These plans show the potential for a revised Phase 3 layout, accommodating a large footprint office building on Oxford Road (1A), a new flexible pavilion structure to activate the green space (1B), and a further enlarged public realm (1C). Detailed proposals for these areas do not form part of this application and are shown indicatively only.

In support of the application for a revised scheme on Plot 12 the applicants have stated the following:

The brief is to create a c.350,000 sq. ft best-in-class office building with modern, flexible floorspace that meets the requirements of modern businesses to attract users in Bruntwood's (the applicants) target sectors. Vibrant external spaces, enhancing connections throughout Circle Square, are to be created alongside a landscaped garden for all to enjoy

It is noted that since the approval of the previous scheme, a number of structural changes to the commercial office market have emerged over the past 18 months, accelerated by the COVID crisis. In tandem with these market forces, Bruntwood has continued to evolve its own commercial office offer to meet changing occupier demands and the continual drive to enhance the customer experience by learning lessons from Phase 1 and their wider portfolio and international best-practice in knowledge-based working environments. These drivers to evolve the offer at Circle Square are summarised as follows:

- **Future of Work (Post-COVID):** The future of work is more focused around flexibility for tenants and customers, whilst creating spaces that encourage interaction and collaboration. The flexibility and change in workplace demands has been accelerated by the COVID pandemic, which has provided an opportunity to reflect on the evolving role of

the workplace and what it should enable. Bruntwood has developed its workplace offering under Bruntwood Works which delivers exceptional workspaces for businesses of all sizes, from Grade A floorplates, to serviced offices and co-working lounges. What makes Bruntwood's approach unique is how they build communities and opportunities for their customers. This extends from working with their partners to provide specialist business support to creating office, retail and leisure environments. Bruntwood deliver a customer focused approach by developing and managing workspaces that are flexible, focus on well-being, and create opportunities for innovation, and meaningful communal interaction.

- **Climate Change Emergency:** MCC declared a Climate Change emergency in November 2019 and have a target of achieving net zero carbon by 2038, with new development to reach zero carbon by 2028. This places a much greater strategic emphasis on the need for development proposals to pro-actively address net zero carbon targets, both through embodied and operational carbon reduction. Bruntwood's recent experience is that customers, organisations and businesses are now demanding low and zero carbon development and this is only going to increase with the growing importance of global warming on an international scale.
- **ID Manchester:** Bruntwood SciTech has been selected as the University of Manchester's partner to deliver ID Manchester. The vision for ID Manchester is to create a platform which accelerates growth, partnership and collaboration, where businesses can co-locate with similar businesses and be close to key talent pools and knowledge hubs. ID Manchester will deliver a new mixed-use city centre neighbourhood that will form a new exemplar for innovation districts and urban renewal. ID Manchester will be a transformational project for Bruntwood and for the City of Manchester. Its delivery will mean that Circle Square sits within a much larger ecosystem of commercially-led mixed use development within Bruntwood's Corridor Manchester portfolio, which also includes Manchester Science Park. Spatially, ID Manchester is located immediately to the east of Circle Square, the Masterplan area, and so this creates new exciting opportunities to create key linkages and connections with the emerging innovation district.
- **Lessons learnt from Phase 1 – 11 plots of the masterplan** have been delivered concurrently as part of Phase 1 over an intensive redevelopment programme over the past 5 years. The successful commercial lettings have given Bruntwood fantastic insight into what aspects of the offer are attractive to prospective tenants and where the offer can be further enhanced. This is combined with Bruntwood's wider portfolio experience, including at Manchester Science Park where they are delivering innovative new office space in developments such as the Base Building.

This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement;; Planning and Tall Building Statement; Statement of Community Consultation; Heritage Assessment; Noise Assessment Report; Wind Desktop Study; Sunlight and Daylight Assessment; Archaeological Report; Air Quality Assessment; Environmental Standards Statement; Energy Statement; Ventilation Strategy; Ecological Survey; Site Waste Management Strategy; Phase 1 Geo-environmental Assessment; Flood Risk / Drainage Strategy; Transport Statement and Interim Travel Plan; Crime Impact Statement; TV Reception Survey; Local Labour Agreement; Landscaping Strategy; 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 and the setting of a conservation area, 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

Head of Highways- Have no objections subject to a number of conditions including a requirement for a Full Travel Plan and Construction Management Strategy.

Highways Bridges Section – Have no objections

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections. 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 of the ground floor uses and external areas including external roof terrace areas and the management of construction.

Greater Manchester Police (Design for Security) – No objection subject to a number of recommendations and this contained in the Crime Impact Statement being implemented. A bin store about which they recommended conditions has now been removed from the application.

Historic England – Have no comments

Greater Manchester Ecology Group – Have no objections. 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 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 and are satisfied that it has been demonstrated that the proposed development will not be at an unacceptable risk of flood or exacerbate flood risk elsewhere. They have recommended that a number of conditions are attached to any consent granted in relation to Piling and contaminated land.

United Utilities – No objections but have requested a condition relating to drainage.

Greater Manchester Archaeological Unit – Have no objections and have confirmed that any archaeological implications have been mitigated by previous work and publication of results, and there is no further archaeological interest at this site.

Manchester Airport, Civil Aviation Authority and NATS Safeguarding - No safeguarding objections

Natural England – Have no objections.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11July 2012 and is the key

document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC2, CC5, CC7, CC8, CC9, CC10, T1, T2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC3, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18.1, DC19.1, DC22 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The proposal would improve the City's economic performance. It would provide jobs during construction along with permanent employment and facilities, in a highly accessible location.

S05. Transport - The proposal is in a highly accessible location and would reduce the need to travel by private car and make the most effective use of public transport.

S06. Environment - The proposal would help to protect and enhance the City's built environment and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change; improve air, water and land quality; improve recreational opportunities; so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic, a social and an environmental role (paragraphs 7 & 8). 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. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections, 6, 7, 8, 12, 14, 15 and 16 of the NPPF

Para 105 states that the planning system "should actively manage patterns of growth in support of the objectives of promoting sustainable transport" (para 104). "Significant development should be focused on locations which can be made sustainable" as "this can help to reduce congestion and emissions and improve air quality and public health".

Paragraph 119 states that “planning policies and decisions should promote 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”. This should be done in a way “that make as much use as possible of previously -developed or ‘brownfield’ land”

Paragraph 120(d) Planning policies and decisions should: “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”.

Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) 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;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places

Paragraph 126 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”

Paragraph 130 states that planning policies and decisions should ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) 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);
- d) 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;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) 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 134 states that development that is not well designed should be refused, especially where it fails to reflect 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. Conversely, significant weight should be given to:

a) 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

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy EC1 - Land for Employment and Economic Development, Policy EC3 The Regional Centre Policy CC1 (Primary Economic Development Focus) Policy and CC8 (Change and Renewal) – The proposal would deliver economic and commercial development in part of the City Centre identified in Policy EC1 and CC1 as a focus for primary economic development. It would support the City's economic performance and would help to reduce economic, environmental and social disparities and create an inclusive sustainable community. The site is well connected to transport infrastructure.

The City Centre is a key location for employment growth and the office space would support aspirations to optimise and activate this area and support economic growth. The offices would appeal to key growth sectors which are critical to ensure the economy can compete at an international level. The proposal would create jobs during the construction and operational phases which would help to build a strong economy. The site is in a highly accessible site close to sustainable transport provision within a key location for employment growth. The development would deliver high quality office accommodation and associated commercial uses.

The proposal would help to assist the delivery of long term objectives at The Corridor Manchester and Circle Square. These identify that adjacent areas should be focal points for investment and the proposal would complement nearby schemes.

Workers could use local facilities and services and support the local economy. The proposals would create jobs during construction phase and in operation. It would help to spread the benefits of growth and help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community.

The development would be highly sustainable and deliver economic and commercial development close to sustainable transport facilities. It would enhance the built environment and create a well-designed place that would enhance and create character.

The development would help to create a neighbourhood where people would choose to be by enhancing the built and natural environment and would enhance and create character.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The Regional Centre will be the focus of economic and commercial development, leisure and cultural activity and high quality city living. The proposal would re-purpose a site that is not realising its full potential, or fully contributing to the City's economy or the vibrancy of adjacent areas. It would contribute to attracting and retaining a diverse labour market within the City Centre. The proposal would maintain footfall and support the business and leisure functions of the city centre and promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and would give people choices about how they travel and would contribute to

sustainability and health objectives. The area is close to Salford Central and Victoria Train Stations and Metrolink Stops at Exchange and St Peter's Squares and should maximise the use of sustainable transport. Investment in public transport has promoted more use of sustainable forms of transport. Proposals such as this that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements are supported. A Travel Plan would promote sustainable transport and journey lengths for employment and business and leisure activities would be minimised. The proposal would help to connect residents to jobs. Pedestrian routes would be enhanced, and the environment would prioritise pedestrian and disabled people, cyclists and public transport.

CC7 (Mixed Use Development), and Policy CC10 (A Place of Everyone)-. The City Centre is the biggest source of jobs in the region and this proposal would provide office and a commercial use to support the economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. The development would complement the existing mix of uses and would support local businesses through supply chain arrangements and workers would use nearby facilities.

The development would be highly sustainable. It would be close to all forms of sustainable transport and would enhance the built environment. It would be a well-designed place where people choose to be and reduce the need to travel. It could help to deliver objectives, such as those presented by HS2.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment post completion. This would contribute to economic growth. It would complement nearby well established and emerging communities and contribute to the local economy through residents using local facilities and services.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policy DC19.1 (Listed Buildings) – The development would use the site efficiently, promote regeneration and change and create an attractive and healthy place to live and spend time. The development would improve functionality and contribute to the planned growth of the City Centre.

The development would not have a detrimental impact on the setting of the nearby listed 94-98 Grosvenor Street – Grade II Listed; Oddfellows Hall – Grade II Listed; Lass O'Gowrie Pub – Grade II Listed; The Palace Hotel – Grade II Listed; Dancehall Theatre – Grade II Listed and Oxford Road Railway Station – Grade II.

The scale and quality would be acceptable and would contribute to place making. It would raise design standards and create a cohesive urban form. It would improve the character and quality of a site whose appearance is poor. The positive aspects of the design are discussed in more detail below.

A Tall Building Statement identifies key views and assesses the impact on them. It evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The following parts of the NPPF should also be noted paragraph 189,194,195, 197, 200, 202 and 206:

189. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of

Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generation

194. 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. This should enable potential impact of the proposal on their significance to be understood. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a development could include, heritage assets with archaeological interest a desk-based assessment and, where necessary, a field evaluation is required.

195. Local planning authorities should identify and assess the significance of any affected heritage assets, including setting and use this to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

197. In determining applications, local planning authorities should take account of:

- a) 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

199. When considering the impact of a proposal on 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.

200. 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. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

202. Development that would lead to less than substantial harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

206. LPAs should look for development within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or better reveal its significance) should be treated favourably.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the historical and functional significance of adjacent heritage assets would not be undermined, and their significance would be sustained.

The site does not contribute to townscape and has a negative impact on the setting of adjacent heritage assets. A good quality building that makes a positive contribution to the townscape could enhance their setting. The proposal would cause less than substantial harm to the setting of the adjacent listed buildings and these need to be weighed against any public benefits.

The redevelopment would create an active frontage and would enhance the streetscene. The design of the building would respond to its context.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies. The reductions would be achieved through Energy Efficient Design, and the building fabric would exceed minimum requirements of Building Regulations

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Surface water drainage would be restricted to Greenfield run-off rate if practical, and post development run-off rates reduced to 50% of pre development rates as a minimum.

The Flood Risk and drainage strategy has been designed for a 1:30 and 1 in 100 year storm with 40% increase for climate change The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to the Suds Hierarchy.

Planning for flooding has informed the detailed design and has influenced siting and massing. Finished floor levels for buildings would be set well above designated flood levels.

In addition the NPPF indicates that development should not increase flood risk elsewhere. Surface water drainage would be managed to restrict it to greenfield run-off rate if practical.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the risk of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity show that with mitigation, the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised.

An Ecology Report concludes that there is no evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. A number of measures would improve biodiversity. The proposals would not adversely affect any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the context of growth and development objectives. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure

New tree planting and the newly created public realm would provide ecological benefits and create an attractive and pedestrian friendly environment that is accessible to all, including future occupiers of the building.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the context of growth and development objectives. The way in which this scheme exploits opportunities is discussed below.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details the measures to be undertaken to minimise waste production during construction and in operation. The onsite management team would ensure the various waste streams are appropriately managed.

Saved UDP Policy DC20 (Archaeology) - the desk based assessment identifies the principal historic interest are potential remains of buildings/structures/areas to have survived at depth. A condition would ensure an appropriate level of mitigation.

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through street tree planting, ground floor activity and repaving.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal: -

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

The above issues are considered in detail in below.

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

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. 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. The relevant tests are met.

Other Relevant City Council Policy Documents

Climate Change

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

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience

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

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

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

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

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

Climate Change and Low Emissions Implementation Plan (2016-2020) - This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient and investing in our natural environment to respond to climate change

and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

The alignment of the proposals with the policy objectives set out above is detailed below.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area.
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

'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 the this part of the City Centre and would as part of the wider delivery of the Circle Square Masterplan building on the success of the office accommodation already delivered within the Masterplan Area.

The Greater Manchester Strategy, Stronger Together, - This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal would deliver the comprehensive refurbishment and repurposing of an underutilised site within the City Centre in order to bring a new high standard of office accommodation to the City. The proposed development would support and align with the overarching programmes being promoted by the City Region via the GM Strategy helping to achieve a number of its key growth priorities including the reshaping of the economy to meet global demand and building Manchester's global brand.

The Greater Manchester Strategy (2017) ("Our People, Our Place") - was produced the Greater Manchester Combined Authority (GMCA) and replaces the former "Stronger Together: Greater Manchester Strategy" published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:

"A place where all children are given the best start in life and young people grow up inspired to exceed expectations.

A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it.

A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.

A place where people live healthy lives and older people are valued.

A place at the forefront of action on climate change with clean air and a flourishing natural environment.

A place where all voices are heard and where, working together, we can shape our future."

Delivery of a new office block and associated commercial would create a substantial amount employment opportunities that range from contributing to the supply chain indirectly in addition to direct job creation through new commercial office floorspace. These 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.

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

The site of the current planning application falls within the area designated as the Corridor. 'Corridor Manchester' is recognised within the Plan as a unique area of the City and the most economically important in Greater Manchester. It is a hub containing world-class higher-education institutions, a leading research and teaching hospital complex, and a rich range of cultural facilities. The successful development of Corridor Manchester is fundamental to driving future economic growth and investment in the Manchester City Region. It has more job creation potential than anywhere else. The area generates £3billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the past five years. The area has more

than 60,000 jobs, over half of which are within knowledge-intensive sectors, including health, education and professional, scientific and technical sectors.

The proposed office accommodation would support future economic growth and further jobs within the area.

Corridor Manchester (SRF 2018)/Corridor Manchester Strategic Vision to 2025 - This seeks to guide development and investment activity in the area in order to achieve the Corridor Manchester Strategic Vision to 2025. Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial Framework builds sets out a long term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision.

The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful, the area needs to be cohesive and inclusive. The development programme plans to deliver over 4 million sq. ft. of high quality commercial, leisure, retail and residential space.

The SRF places an emphasis on realising the place-making potential of the Corridor at the heart of the Framework. Objectives in this regard include:

- Encouraging the design of development to reflect and showcase the world-leading work and activities taking place within the Corridor;
- Encouraging a more diverse retail, food and drink, culture, leisure, sport and entertainment offer within Corridor Manchester, supporting stronger daytime and evening economies;
- Enhancing the public realm through well-planned and designed streetscape; and
- Connecting and animating the space, and forming intersections where people can meet formally and informally.

Building on this, the Framework seeks to secure anchor destinations and the mix of cultural uses, cinema and theatre; coffee shops, restaurants and independent shops that combine to provide places where people spend their leisure time. It promotes the siting of new uses where they will thrive and can act as a springboard for the emergence of secondary destinations.

There will be a requirement for development proposals to contribute positively to these key place-making objectives for the Corridor. It is considered that the proposed offices and its ancillary facilities would be well placed to contribute to and complement the realisation of the above objectives for the area.

The Former BBC Strategic Development Framework (BBC SRF) and Circle Square Masterplan = Circle Square is a key strategic regeneration site within the Oxford Road Corridor and development within it is already well underway with substantial progress being made delivering multiple phases. In total, Circle Square will provide:

- 8 buildings varying from 12-37 storeys,
- 1.3m sq. ft. commercial space (including 110k sq ft of retail and a hotel)
- C430,000 sq. ft. (NIA) PRS residential (c.700 apartments)
- C. 390,000 sq. ft. serviced apartments (c.1000 units)

- C.100,000 sq. ft. retail space
- Multi-storey car park providing c.1000 spaces
- Reinstatement of historic street routes creating a fine grain running north/south and east/west
- 2.2 hectares new public realm – a significant, central green space with c.200 new trees & a central commercial unit

The proposed development in this location would provide a complementary facility to support the successful delivery of the Masterplan.

The 2015 Phasing and Delivery Plan assumed that Manchester Technology Centre would be demolished in 2021 and re-developed under Phase 3 as commercial blocks 1A, 1B and 1C. Whilst Bruntwood still has a long-term aspiration to replace the Manchester Technology Centre this will remain in situ for the foreseeable future due to an existing lease agreement with Tesco at the ground floor level, which does not expire for another 10 years. As Manchester Technology Centre is to remain in its current form in the short to medium term the landscape strategy and Masterplan has been amended to reflect this (Interim Masterplan). It has also been future proofed (Final Masterplan) so as to maximise the long-term development potential of the site. The form of the proposed development has been informed by that revised Plan.

The Proposed Development is the same number of storeys as that previously approved on the site. The overall height is slightly increased, as a result of the revised structural approach. The footprint of the building is larger than that previously approved, as the building now takes in part of Plot 13 which was identified for a hotel development in the original masterplan. The overall mass on this part of the masterplan will therefore be reduced, allowing for a larger, more meaningful area of public realm to be created in between the site and the retained MTC building. There is future opportunity to double the size of this public realm should MTC be removed in the future.

The proposals within the Interim and Final masterplans are on target to exceed the level of delivery of commercial floorspace envisaged by the 2015 Masterplan.

North Campus Strategic Regeneration Framework, January 2017 (ID Manchester) - The Application Site is located to the west of the North Campus SRF area. The North Campus is one of the few large, centrally located sites in Manchester City Centre yet to undergo major regeneration. There are vast opportunities that have been identified in the area that will allow this part of Manchester to reconnect with the city and with other redevelopments in its vicinity. It is anticipated that the North Campus will be able to provide and deliver numerous social, economic and environmental benefits to Manchester and to the wider North West region.

Close to Manchester's Piccadilly and Oxford Road train stations, North Campus will enhance city centre connectivity. The area will also benefit directly from its proximity to the integrated transport hub and the delivery of both HS2 and Northern Powerhouse Rail (NPR).

As well as creating the opportunity for new homes and jobs, the benefits of North Campus to the city of Manchester include accessibility and direct connection to the University of Manchester's main campus to the south-west, and central Manchester to the north of the site.

The proposals would complement the objectives of the above and given the applicants linkages as one of the delivery partners

Our Manchester Strategy (2016-25) – This sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will: have a competitive, dynamic and sustainable economy that draws on our

distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas; possess highly skilled, enterprising and industrious people; be connected, internationally and within the UK; play its full part in limiting the impacts of climate change; be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and be clean, attractive, culturally rich, outward-looking and welcoming.

Through its objective of being a progressive and equitable city, from a development and regeneration point of view, this not only means creating and enabling jobs and growth (outcomes which the regeneration of Mayfield would deliver intrinsically) it also demands a smart and thoughtful approach to how development is executed. This should ensure that residents living in nearby areas and circumstances of disadvantage are connected to employment, skills and training opportunities, and given the support and empowerment necessary to make the most of them. The ways in which the development would play a part in the realisation of these objectives is set out below.

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, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

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

Conservation Area Declarations

Princess Street/Whitworth Street Conservation Area Declaration

The Princess Street/Whitworth Street Conservation Area which lies to the north of the Circle Square Masterplan area has been designated as a Conservation Area as it lies at the heart of Manchester's business and commercial district. It seeks to preserve and enhance the impressive grandeur of this part of the City historically associated with major banking, insurance and other financial institutions for the North of England. The area today is remarkable for a number of impressive historic buildings which, whilst of a variety of architectural styles, stand well together. The area was first designated in November 1970 and then extended in June 1986.

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

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

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Daylight, Sunlight and Overshadowing
- Townscape and Visual Impact
- Climate Change
- Water Quality, Drainage and Flood Risk
- Wind Microclimate
-

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.2 hectares and is below the indicative applicable threshold of 1 hectares (where development is not a dwellinghouse). However it is noted that the Regulations state that "In addition to the physical scale of such developments, consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination" in consideration of this and the proposed scale of development it has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. 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, flora, fauna, soil, water, air, climate, cultural heritage, landscape 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;

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.

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable. The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consent granted.

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. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

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 6 years as a result of the delivery of the first parts of the former BBC Masterplan. The investment at Circle Square makes a major contribution to Corridor Manchester, providing grow-on space for businesses in the knowledge economy. This is critical to the successful delivery of commercially-led regeneration

There has been a significant amount of regeneration within the Corridor over the past decade and Circle Square is a key part of that transformation. A significant quantum of new floorspace, public realm and associated environmental improvements in a highly sustainable location has the opportunity to further the catalytic effect of development at Circle Square and Corridor Manchester to help create a hub of commercial and knowledge based activity in this part of the City Centre. The proposal comprises a high density, modern, flexible Grade A office development designed to meet market demand and would further establish Circle Square as a high quality commercial location. Retail, commercial and ancillary uses at the lower floors will encourage activity and vitality to the area and provide natural surveillance to the wider area.

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 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 Site is located within close proximity to the North Campus / ID Manchester SRF Area where the applicant is one of the development partners and this development has the opportunity to be strengthen key linkage between these areas to help create a cohesive City.

The proposed development is expected to deliver significant economic benefits including supporting jobs(direct and indirect supply chain) during construction and operation. Fully occupied, the proposed development would itself is expected to deliver c. 2,200 direct FTE jobs.

GDV of the scheme would be in the region of £185m with £120m gross value added per annum. Total construction spend would be in the region of £93m.

The offices would be in a highly sustainable area, with ground floor retail and leisure uses, improving access to jobs 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.

High density employment at a priority regeneration area would maximise the economic potential of a highly accessible site. 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 first phases of delivery of the Former BBC Site SRF 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 further establish a sense of place for Circle Square. As detailed above the proposals within the Interim and Final masterplans are on target to exceed the level of delivery of commercial floorspace envisaged by the 2015 Masterplan.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 15 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.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

The key issues are the appropriateness of a building of this scale in this location and its potential impact on the setting of the Whitworth Street / Princess Street Conservation Areas, affected listed buildings and non-designated heritage assets.

Principle of proposed height and design

The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. They should relate sensitively to their context and should make a positive contribution to a coherent city/streetscape.

Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are close to public transport nodes. The Circle Square SRF promotes high-density mixed-use development. The site is close to Oxford Road Station and the site's position within Circle Square would allow it to form the 'main entrance' to Circle Square on the eastern boundary of the development, connecting ID: Manchester, University of Manchester North Campus and the rest of corridor Manchester and a distinctive building in this location could improve legibility and add positively to the cityscape.

This scale is considered to be in keeping with the existing scale of buildings and massing of buildings in Circle Square and is supported by the Circle Square SRF whilst adding variety to the scale and grain of the site.

The Core Strategy requires tall buildings to create a unique, attractive and distinctive City. They should enhance the character and distinctiveness of an area without adversely affecting valued townscapes or landscapes or intruding into important views. The site currently undermines the quality and character of the townscape at a main entry point into the Circle Square neighbourhood. A lack of street level activity creates a poor impression.

The building would contribute to the sense of place already created at Circle Square in terms of relationships to other buildings, landscaping and material palette

The building's main entrance would be positioned on the north west corner to engage with Symphony Park and Symphony Gardens. The placement of ground floor commercial units, cyclist provisions and plant/back of house areas has been developed to maximise active frontages and enliven the street scene. By exploiting the existing site levels the building is conceived with various ground floor slab levels. This is to ensure entrances and exits have level thresholds that correlate with existing back of pavement levels

The massing and design of this brick building mirrors the monolithic approach to the brick massing, windows have been punched-out from the façade in a repeated manner, reminiscent of Manchester's warehouse architecture. The building design has been imagined as a solid block of masonry from which the architectural features

of the building are carved. The block is carved down the centre, breaking up the massing and defining the vertical circulation route through the building. The sub-dividing of the long façade also creates a relationship of similar proportions to the other office buildings on the Circle Square site.

There are a diverse range of architectural styles and materials within the area but the use of brick and warm colours are a common theme. The detailing and quality of the materials can be controlled by a condition. Overall, it is considered that the contemporary approach which mirrors the solidity of local warehouse architecture is appropriate and would deliver the quality of building required by the SRF and local and national planning policy.

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

The height and scale of the development could impact on the setting of the nearby conservation areas and wider townscape impacts have been tested.

A Heritage Assessment has evaluated the impacts on the Grade II* listed Kimpton Clocktower Hotel, Lancaster House and Asia House, the Grade II listed Manchester House and Lass O'Gowrie Public House and the Whitworth Street / Princess Street Conservation Area.

The townscape comprises the old and the new and the proposal is located on a formally developed site which is cleared and redundant. The urban grain is fragmented and lacks cohesion.

A Heritage Assessment 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

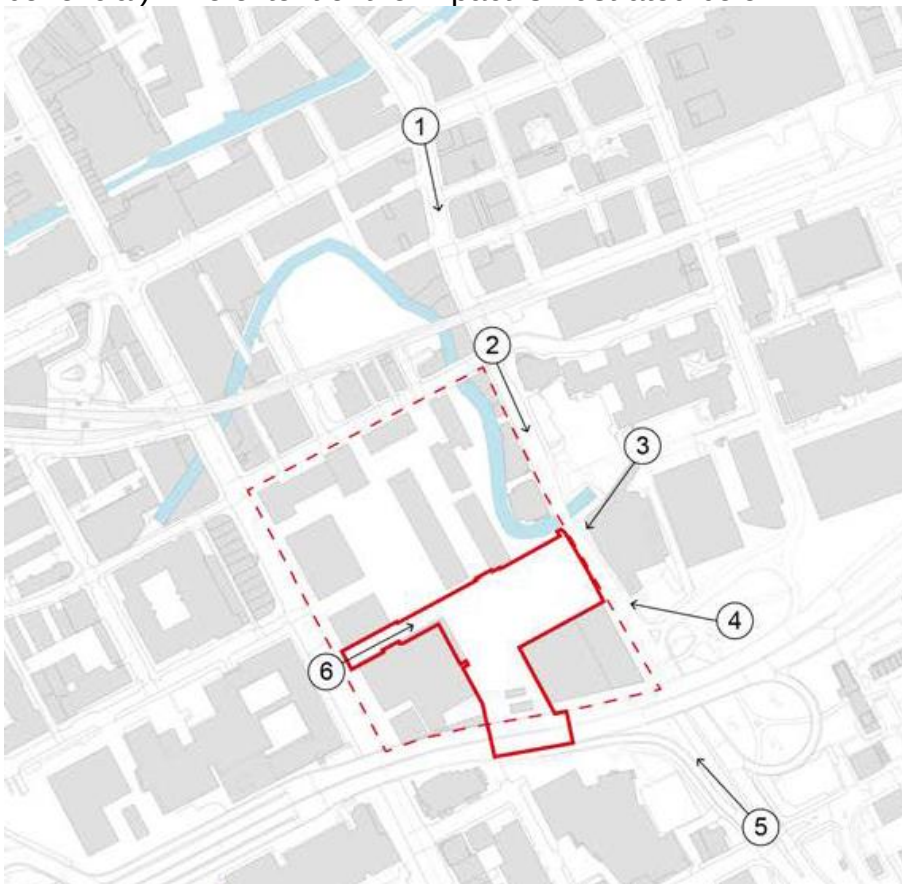
The visual assessment has analysed the impact in townscape terms from a baseline of 6 key views. The views also considered the site's wider heritage context comprising: 94-98 Grosvenor Street – Grade II Listed; Oddfellows Hall – Grade II Listed; Lass O'Gowrie Pub – Grade II Listed;

The Palace Hotel – Grade II Listed; Dancehall Theatre – Grade II Listed and Oxford Road Railway Station – Grade II.

The effect of the proposal against the existing baseline i.e. at the of writing the TVA and Heritage Impact Assessment, including committed schemes and the previous approved extant consent within the assessment has been considered.

Visual effects were related to changes that would arise in the composition of views as a result of changes including to the landscape and the overall effects with respect to visual amenity.

Due to the poor quality and under-use of the existing Site, there are not predicted to be any significant townscape effects during the construction phase. The visual effects for the operational phase are as predicted for the consented scheme (future baseline), and are beneficial in nature. There are predicted to be significant beneficial effects for view 3 (View from Sackville Street) (moderate beneficial), and view 4 (View from Mancunian Way Pedestrian Island) (moderate beneficial). The extent of the impact is illustrated below.

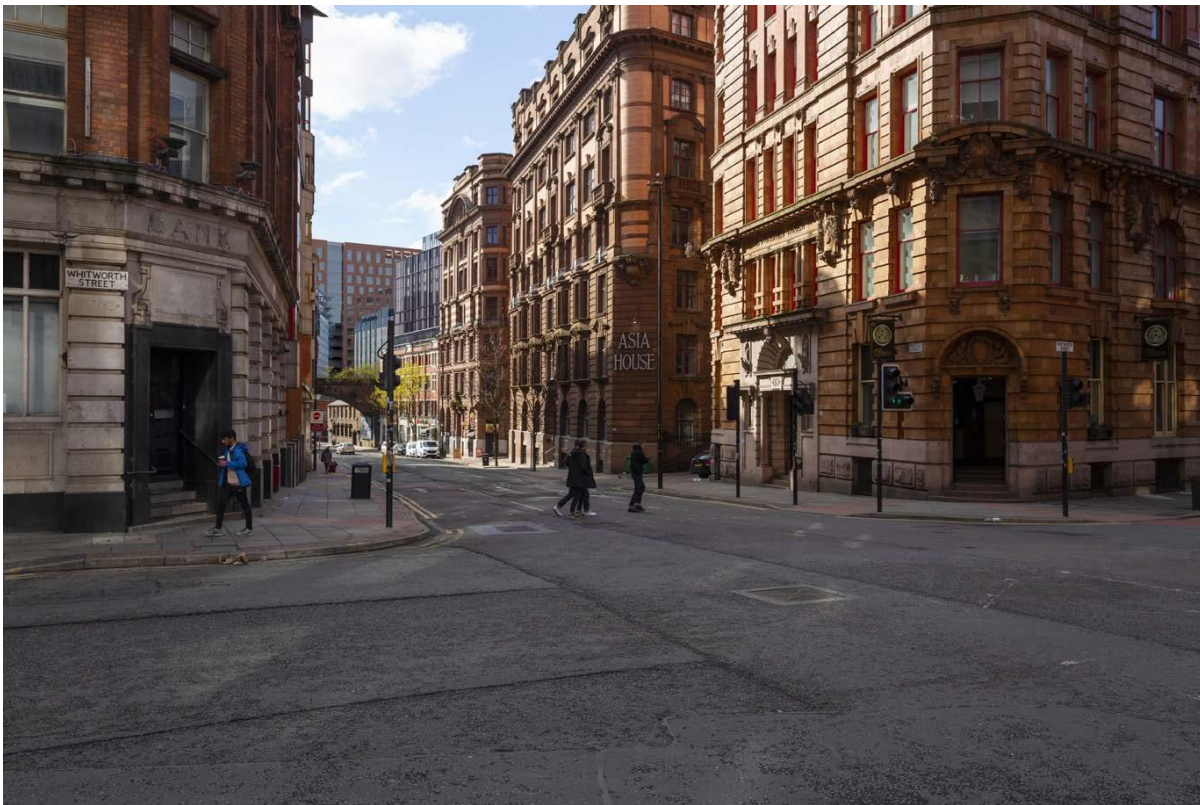


Viewpoint locations and scope

VIEW 1: BASELINE | VIEW FROM JUNCTION OF PRINCESS STREET/WHITWORTH STREET



PHOTOMONTAGE 1: PROPOSED | VIEW FROM JUNCTION OF PRINCESS STREET/WHITWORTH



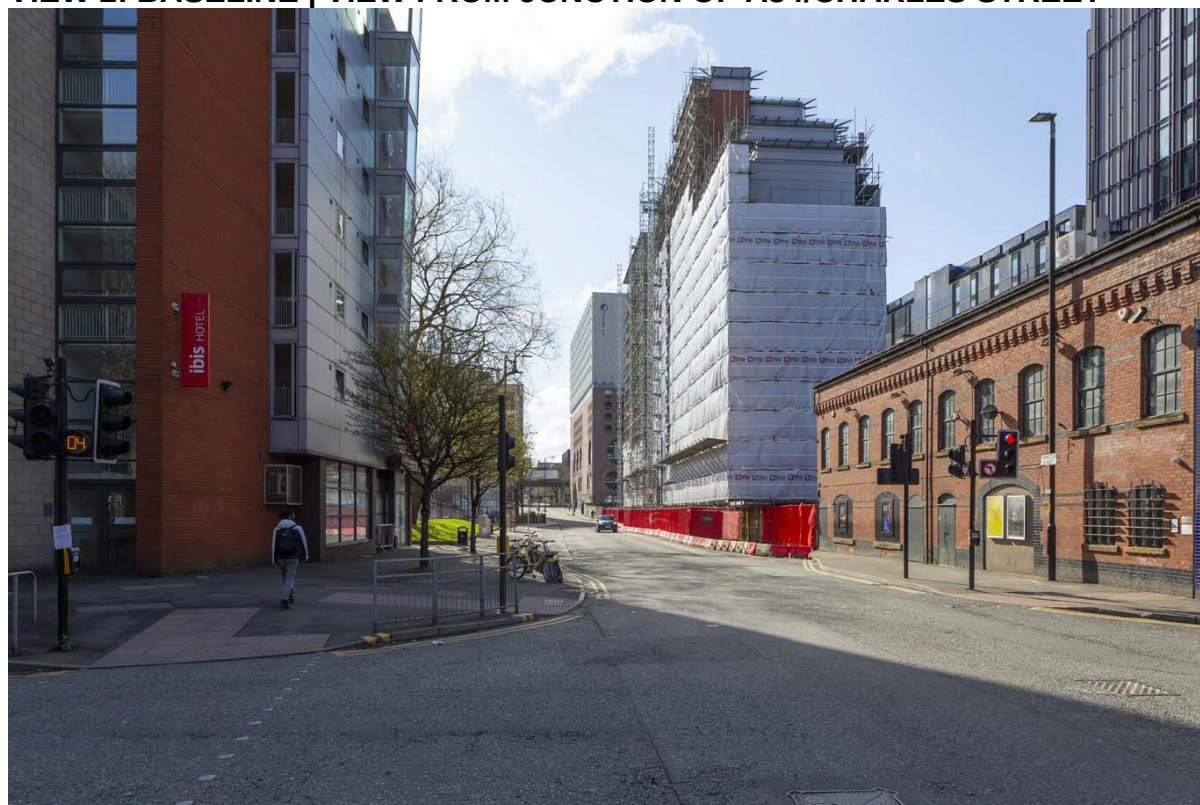
Baseline - The view is dominated in the foreground by the junction at Princess Street and Whitworth Street which demonstrates the dominance of cars travelling into Manchester's city centre at this point. The surrounding buildings have decorative facades and are several stories high narrowing the view down Princess Street where a row of street trees bridge the scale between person and building. More contemporary development within the Circle Square development are partially visible and appear in keeping with the scale and massing of the historic development.

Townscape Impact- The proposals would form a new backdrop to the view. The scale, massing and colour of the building would not out of keeping with the existing historic buildings along Princess Street. **Minor beneficial impacts.**

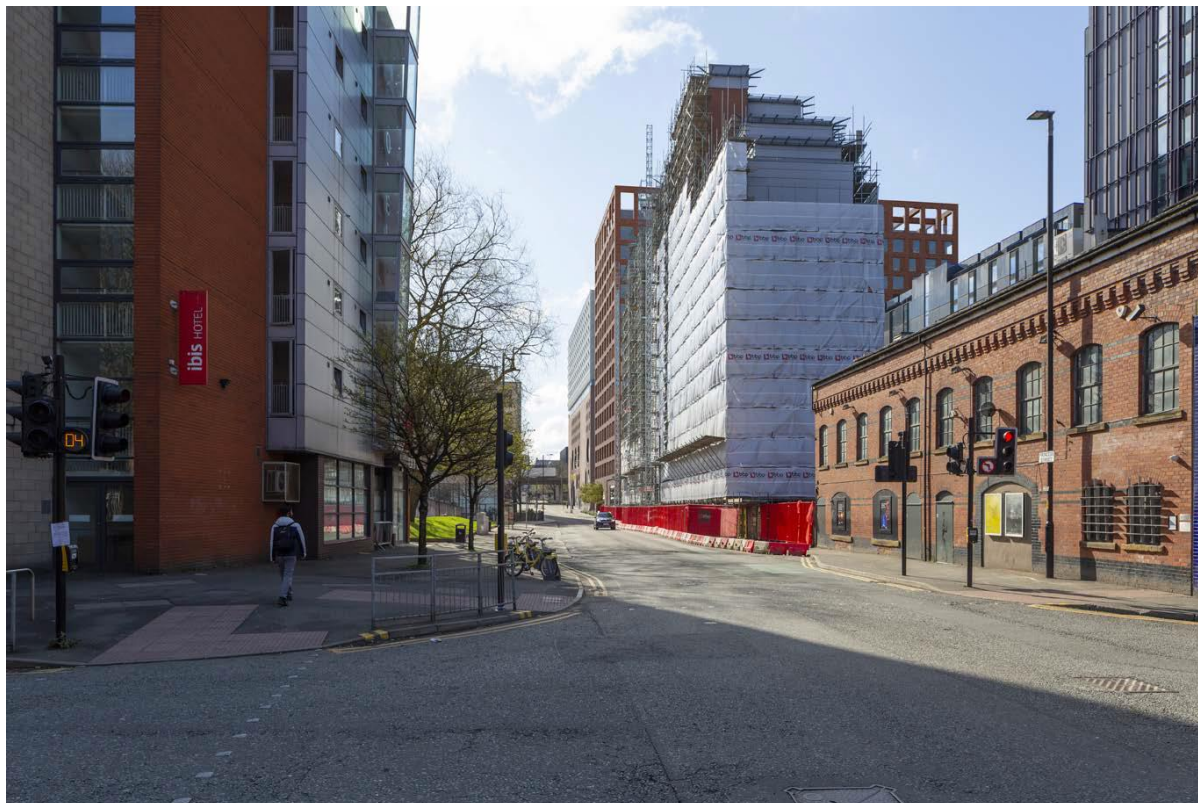
Impact on Heritage Assets - From a heritage perspective View 1 is a particularly important view from within the Whitworth Street Conservation Area looking south towards the site along Princess Street. In the foreground are the imposing listed Lancaster House and Asia House as well as listed Manchester House. These imposing buildings in red brick and terracotta reflect the epoche of Manchester's mercantile grandeur.

The proposed building sits in the far distance alongside other modern development forming the Circle Square Masterplan area. In this view its scale is entirely commensurate to its neighbours and sits comfortably in the distance in the context of the listed buildings in the foreground Whilst the Lass O'Gowrie public house is the closest listed building to the site, the proposed new building will not be seen in the same context due to the extent of other buildings between it and the site – such that the proposals will have no impact on its setting. The choice of brick and its 'solid' form would further ensure it sits comfortably and contextually in the backdrop.

VIEW 2: BASELINE | VIEW FROM JUNCTION OF A34/CHARLES STREET



VIEW 2: PROPOSED | VIEW FROM JUNCTION OF A34/CHARLES STREET

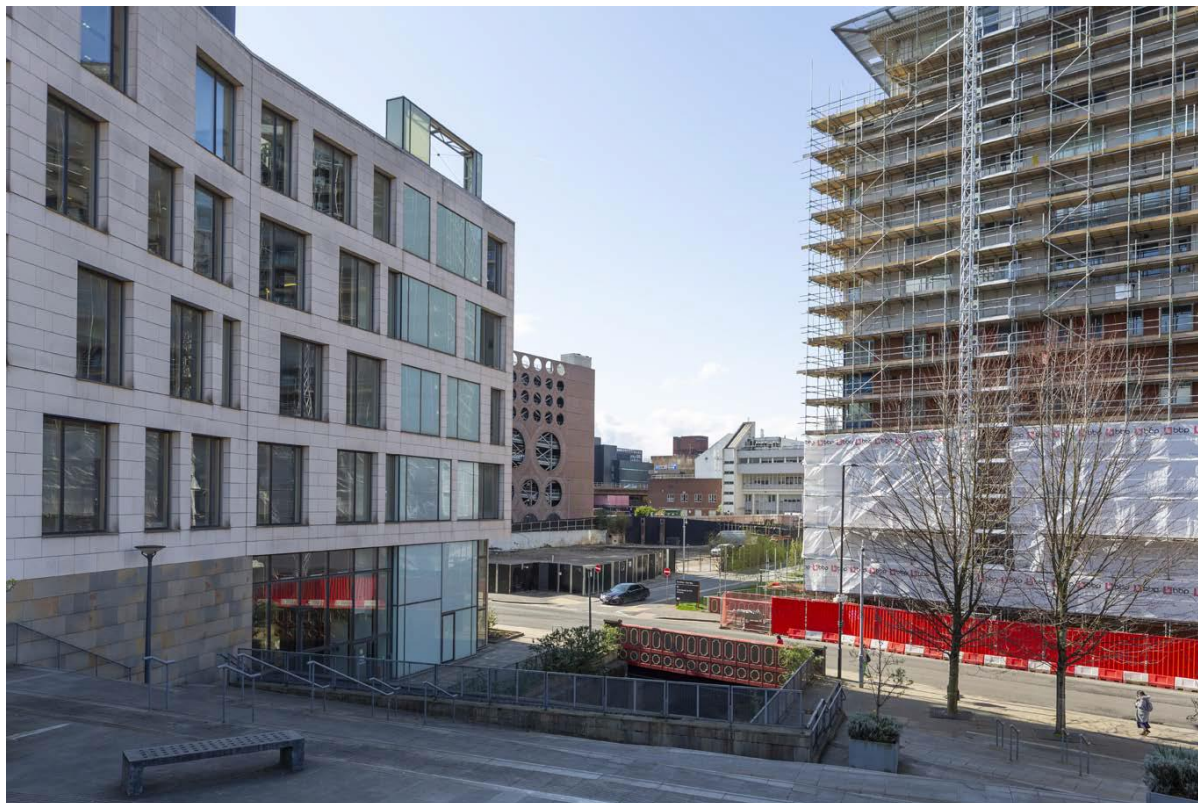


Baseline - The view at the junction of the A34 and Charles Street looks down Princess Street at the pedestrian crossings with the Factory venue on the right and Ibis hotel on the left. The tall multi-story car park and residential buildings create a narrow view down the road where behind these buildings on the right finished Circle Square development can be seen.

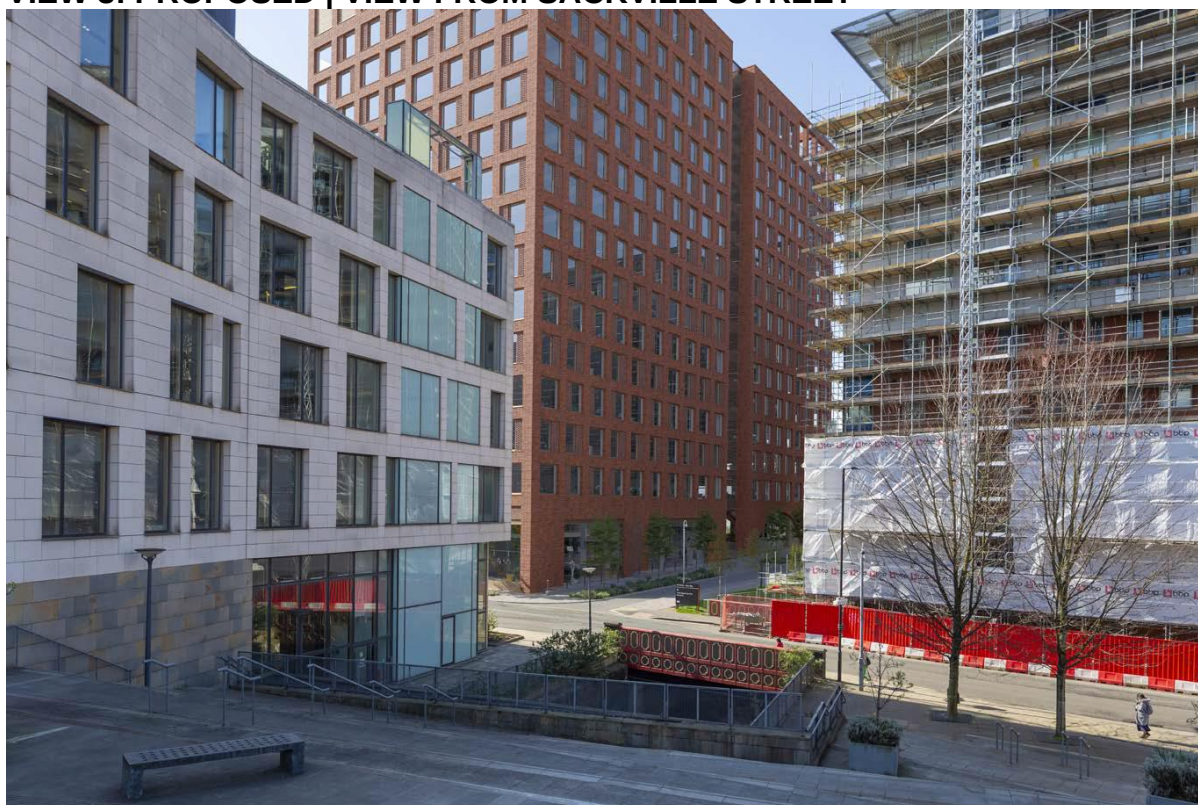
Impacts on Townscape - Partial views of high quality new development, would fill an existing 'gap' in the urban grain. **Minor beneficial Impact**

Impact on Heritage Assets - Not forming part of the conservation area, the Factory clubbing venue (in the foreground to the right) is, nevertheless, a remnant of Manchester's industrial past and reflects the red brick materiality that typifies many of the buildings. It already sits within the context of new development and the proposed building sits comfortably behind – again the choice of red brick will further ensure its contextuality in this view. Other development forming part of the wider development of the area means that there is no intervisibility between the site and any heritage assets on Oxford Road or to the west – such as the Kimpton Clocktower Hotel or Oxford Road Station.

VIEW 3: BASELINE | VIEW FROM SACKVILLE STREET



VIEW 3: PROPOSED | VIEW FROM SACKVILLE STREET



Baseline - The view consists of a large staircase in the foreground with the building of Manchester Institute of Biotechnology and river canal on the left. Further back there is the junction of Princess Street and Brancaster Road with residential buildings on the right side and trees lining Princess Street on the right. These buildings are framing the view with the multi-storey car park and Manchester Technology Centre in the background.

Townscape Impacts - Views of high quality addition to the view, which would fill in the existing 'gap' in the urban form, and aids legibility by continuing the building line, creating enclosure Newman Street. The vertical glazed setback would visually 'break up' the scale and massing of the development. **Moderate beneficial Impact**

VIEW 4: BASELINE | VIEW FROM MANCUNIAN WAY PEDESTRIAN ISLAND



VIEW 4: PROPOSED | VIEW FROM MANCUNIAN WAY PEDESTRIAN ISLAND



Baseline - The view consists of a pedestrian island with greenery and a tall tree and junction of Sackville Street/A34 in the foreground. Behind it, buildings of multi-storey car park and hotel with an unusual round porthole and brick façade to the left and a building of Manchester Institute of Biotechnology to the right with a lie of trees in front of it. At the far back of the view the finished buildings of Circle Square development can be seen.

Townscape Impacts -. High quality new built focus within the view. **Minor beneficial impact**

VIEW 5: BASELINE | VIEW FROM JUNCTION OF UPPER BROOK STREET/GROSVENOR STREET



VIEW 5: PROPOSED | VIEW FROM JUNCTION OF UPPER BROOK STREET/GROSVENOR STREET



Baseline - The view shows the view along Upper Brook Street and the three lanes of traffic going into the city centre with the Mancunian Way crossing over Upper Brook Street with several trees in the foreground either side of Upper Brook Street. In the background behind the Mancunian Way sits the multi-storey car park with a hotel and other residential buildings. To the left in the background are the finished buildings of Circle Square development.

Townscape Impacts - The proposals would be partially visible and would appear as a high quality element that would have cohesion with the wider Circle Square development. **Minor beneficial impact.**

VIEW 6: BASELINE | VIEW FROM OXFORD ROAD DOWN BRANCASTER ROAD



VIEW 6: PROPOSED | VIEW FROM OXFORD ROAD DOWN BRANCASTER



Baseline - The foreground shows Brancaster Road which is situated between the ongoing Circle Square development and Manchester Technology Centre and is taken from Oxford Road. Oxford Road consists of two lanes of traffic and busy pedestrian footpaths in which several cycles stands

and decorative planters in front of the technology centre. The scale of the Circle Square development narrows the view of Brancaster Road at the end of which sits the Manchester Institute of Biotechnology

Impact on Townscape - Partial views of high quality new development, would fill an existing 'gap' in the urban grain, positively encloses the street and defines a legible route down Newman Street. **Minor beneficial impact.**

Overall Impact on Townscape- There would be 5 instances of minor beneficial impact and 1 of moderate beneficial impact. Overall the impacts on Townscape from the development would be positive.

Overall Impact on Heritage - The proposals have been assessed from a series of key viewpoints agreed with the Council that consider both the wider townscape and nearby heritage assets and whilst the scheme would appear in the setting of a number of heritage assets (be it relatively some distance) it is not believed this would cause any harm or have any detrimental impact on their significance. The proposals should also be considered in the context of the benefits that the new development will bring to this part of the city.

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 members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals that affect it. Section 72 of the Act requires special consideration and considerable weight to be given to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that 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 sections 189, 197, 199, 200 and 202.

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (sections 201-202).

The NPPF (section 193) stresses 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. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm. 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 be justified.

Where a proposal would have an adverse impact on the historic environment the of harm must be outweighed by the public benefits brought of the scheme (NPPF 202).

In terms of heritage impacts overall all impacts would be beneficial or negligible and therefore there is no requirement to assess the impact of harm against the tests within the NPPF relating to harm. In respect of Paragraph 197 of the NPPF, the proposed scheme would make 'a positive contribution to local character and distinctiveness' through its contextual architectural approach.

The preservation and enhancement to the setting of listed buildings would meet the requirements of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990.

Sections 72 of the Planning Act in relation to having regards to the preservation and enhancement of conservation areas is considered to be satisfied.

Architectural Quality

The key factors to evaluate are 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 urban design response. It is noted that the building facades have been evolved in consideration of Net Zero Carbon (NZC), buildability, programme, cost and aesthetics.

The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme. There are a variety of materials and building styles in the area with small-scale brick industrial buildings to more contemporary buildings in metal cladding and terracotta cladding. The proposed brick is a well established high quality and durable material.

The building is conceived as long-format brick with punched openings and brick arches to the ground floor. To the upper floors there would be a regular pattern of punched window openings set in deep reveals.

A number of architectural features would give the building a high level of visual interest and ensure a high quality design is delivered. These include:

- Features carved from the block include the central divide and arches to form the entrance and define the reception space. From the top floor, 2No blocks are carved creating external amenity spaces;
- Punched hole fenestrations in a regular pattern are punched out of the façade, reminiscent of the mill buildings and warehouses of Victorian Manchester;
- Window openings with hit-and-miss bricks features;
- The fenestration pattern is manipulated and reverses on each floor, enlivening the façade.

Traditional brick construction will also enable the desired detailing and modelling on the facades. Perforated brickwork panels would conserve the vent louvres required for the mechanical ventilation.

It is considered that with the right detailing and quality control mechanisms in place, which can be controlled by a condition, the materials are appropriate and would deliver a high quality design.

The building layout would animate the street and improve its quality. The design would add to the quality of the locality and enhance legibility.

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

The Core Strategy requires that proposals for tall buildings should create an attractive, pedestrian friendly environment. To support high density schemes such as this public space should provide outdoor amenities for users of the City Centre with a high quality, safe and accessible environment. The proposed development would deliver an extensive area of public space to be known as Symphony Gardens which would complement the already established Symphony Park. In contrast to Symphony Park, the gardens have been designed to create a much more informal and intimate space for users to enjoy.

The proposed development would reduce impacts from parking access and parking strategy within the site to the benefit of the wider masterplan with access for car parking and servicing re-routed through the adjacent MSCP and between the site and MSCP to remove the need for these vehicle movements on Newman Street.

The new garden space is pulled away from the edges of the proposed No.3 and existing Manchester Technology Centre to create two new pedestrian links with direct access to the adjacent buildings and wider Circle Square development across Newman Street. Crossing points along Newman Street would be aligned with natural desirelines to improve legibility and seamless connectivity. The proposed public realm works would also enhance existing pedestrian routes including east west to connect with wider context including ID Manchester.

Greening of Newman Street would add to the positive experience for users, enhance legibility, and complement the wider green space provision within the site and wider Circle Square masterplan.

The design of Symphony Gardens focusses on biodiversity and will create a space for residents, workers and visitors to Circle Square to appreciate inner city nature.

The design would promote health & wellbeing and help Manchester residents to live longer, healthier and more fulfilled lives. The public realm would be suitable for all including older people. The final details would be agreed by condition and would adhere to MCC guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

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 and technical team recognise the high profile nature of the proposal. 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.

Relationship to Transport Infrastructure and cycle parking provision:

The site is close to all sustainable transport nodes including mainline and local train services, tram services and buses. The improvement to the public realm would enhance links to sustainable transport choices. The Site is located within walking distance of the core provision of the City Centre and surrounding University Campuses and will encourage pedestrian and cyclist movement throughout the entire City Centre.

There is parking with disabled spaces within the adjacent MSVP and blue badge holders can also park free of charge without any time limits at the pay and display bays along the A34 Princess Street.

The Travel Plan would make occupiers aware of sustainable options. The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development. There would be a 122 space cycle store in the basement. A new loading bay would be provided on St Mary's Parsonage.

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 Environmental Standards and Energy 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 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013. The development would target a NABERS rating of 5.5. and will achieve a minimum of a 42.32% improvement on Part L 2013 and should achieve BREEAM Excellent.

PV's on the roof would provide some of the buildings energy demands. For the remainder the energy strategy is based on an all electric building with Mechanical Heat Recovery Ventilation / Air Source Heat Pumps. This infrastructure would allow the scheme to become a zero carbon over time as the grid decarbonises.

The scheme also proposes the following:

- High performance thermal insulation throughout the building envelope (ensuring low U-values for all heat loss elements) and thermally efficient windows and doors will minimise heat loss through the main building elements;
- Thermally efficient windows will be specified with argon gas fill and low emissivity coatings to limit heat loss through the panes. The glazing g-value will be specified to optimise beneficial solar gains but limit the propensity for the building to overheat
- Low air permeability of 3.0m³/hm² (@50Pa.) is targeted for this build in order to minimise uncontrolled ventilation. This will further reduce heat losses and provide high levels of occupant comfort (in combination with the proposed mechanical ventilation strategy). Focus on the quality of the build is vital to deliver such airtight buildings;
- Attention to cold bridging junctions including the provision of insulation to reduce heat and limit heat losses that occur at the junctions between building elements and around openings and will significantly improve the emission rate of the development;
- Mechanical ventilation with heat recovery (MVHR) systems will be specified to maintain a healthy environment and further reduce the heat losses and the energy demand of the

development. The design air permeability of 3.0m³/hm² (@50Pa.) will virtually eliminate uncontrolled ventilation and ensure that the majority of the expelled stale air will pass across the heat exchanger, thereby boosting the energy reduction potential of these systems;

- LED lighting will be specified throughout the scheme to maximise operational efficiencies and lifespan of the fittings. LEDs operate with an estimated energy efficiency of up to 90% when compared to traditional lighting and conventional light bulbs. This means that about c.90% of the electrical energy is converted to light, rather than wasted heat as in conventional bulbs.
- Air Source Heat Pumps (for water heating): are a low carbon solution that are ideal for non-residential spaces. They are highly efficient method of producing heat as ASHPs collect low-grade heat from the air to supply useful heat for water heating requirements by applying additional energy input (in the form of electricity).

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 aim would be to benchmark and minimise levels of embodied carbon at each design development stage as part of a Reduction Strategy.

The whole-life embodied carbon emissions (extracted from the LCA) of the proposed development are estimated to be 718.85 kgCO₂/m² which is an improvement on the Business-as-Usual target (1,200 kgCO₂/m²). However, this is currently higher than the RIBA 2030 Climate Challenge target (625 kgCO₂/m²). As a result, the embodied carbon emissions are considered likely to have a moderate magnitude of impact on the climate.

Therefore, it can be concluded that the significance of effect of the embodied carbon emissions will be minor (adverse) prior to the implementation of mitigation measures set out below for the construction, operation and end of life phases.

The proposal would contribute to sustainable design and construction as follows:

Materials with low environmental impact throughout their lifecycle: A detailed Life Cycle Assessment Report has been produced, investigating the impact and embodied carbon emissions associated with construction materials throughout the life cycle of the building in order to consider less carbon intensive options.

Materials would be responsibly sourced from suppliers operating an Environmental Management System, or procuring timber verified by either the Forest Stewardship Council (FSC) or Programme for the Endorsement of Forest Certification standard (PEFC);

Materials would be locally sourced where feasible and viable, which would minimise the impact of carbon dioxide emissions associated with the transportation of materials;

Robust materials such as block paving and stone will be utilised for hard landscaping, therefore minimising the frequency of replacement and maximising materials optimisation and extending replacement intervals;

Material selection will be carefully considered to avoid the use of toxic materials, such as Volatile Organic Compounds (VOCs) and contribute towards creating a healthy indoor environment; and

Excavated material (such as soil and substructural elements) from construction and demolition works will be used, where practical, for landscaping purposes and within the public realm

The proposal would make a positive contribution to the City's 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

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction phase. They would, however, certainly be less than the effects of the completed scheme.

Daylight, Sunlight and Overshadowing Impacts (Completed Development)

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 Princess House, Montana House and Vita Student Nobel 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 site has largely been cleared for a number of years and cleared parts were last occupied by 5 storey buildings. Therefore, buildings that overlook the site have received unusually high daylight levels in a City Centre context. Consequently the baseline situation against which the sunlight, daylight and overshadowing are measured, does not represent a typical baseline situation of a densely developed urban environment. 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." The Guidance acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the

'standard target values' should not be the norm in a city centre as this would result in very little development being built.

It is also noted that planning permission was approved on the Site in February 2020 (ref: 125451/FO/2019) for a 15-storey office building. The impact associated with this extant permission was considered appropriate during its determination, as such there is an expectation of a reduction in daylight and sunlight amenity. As the BRE Guide does not advocate the use of a 0.8 times reduction, it would be inappropriate to use the extant permission as an alternative baseline and consider the significance of these reductions against the same numerical criteria as those used for the assessment of the Proposed Development against the Pre-Development baseline. As such, the magnitude of impact associated with the extant permission has been replicated here and in relation to daylight impacts used as a comparison for a sensitivity analysis.

Further advice is provided about the sensitivity of a window to change in order to understand the level of impact where the target values are not met. This location could be deemed to be one where different target values should be adapted. There should be an expectation that a higher degree of obstruction is inevitable in an area such as this, with modern high-rise buildings.

The windows in an urban location may be less sensitive to change, than those located in sub-urban, less dense areas.. The existing windows are in a city centre location where there is an expectation for a higher density of development and they are considered to have a medium sensitivity, rather than a high sensitivity, which would relate to a sub-urban site. The significance of any effect is determined by the assessment of its magnitude against their sensitivity.

The impacts of the development within this context are set out below. 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 sky line).

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 assess 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):

Vita Living (Proposed) – 9/34 (26%) of windows would meet the BRE VSC Alternative Target and 33/33 (100%) of rooms would meet with the BRE NSL Alternative target.

Vita Living (Previous Approval) – 10/34 (29%) of windows would meet the BRE VSC Alternative Target and 33/33 (100%) of rooms would meet with the BRE NSL Alternative target.

Montana House (Proposed) – 35 /35 (100%) of windows would meet the BRE VSC Alternative Target and 17/22 (77%) of rooms would meet with the BRE NSL Alternative target.

Montana House (Previous Approval) – 35 /35 (100%) of windows would meet the BRE VSC Alternative Target and 21/22 (95%) of rooms would meet with the BRE NSL Alternative target.

Princess House (Proposed) – 17 /209 (8%) of windows would meet the BRE VSC Alternative Target and 14/60 (26%) of rooms would meet with the BRE NSL Alternative target

Princess House (Previous Approval) – 22 /209 (10.5%) of windows would meet the BRE VSC Alternative Target and 16/60 (23%) of rooms would meet with the BRE NSL Alternative target.

Evaluation of Significance

Vita Living – For VSC one of the affected windows would experience alterations in excess of 40%, seven would be reduced by between 30-40%, and the remaining 17 windows would be reduced by 20-30%. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be minor adverse in significance.

Montana House - For NSL three of the affected windows would experience alterations between 30-40% and the remaining two windows would be reduced by 20-30%. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be minor adverse in significant.

Princess House – 165 windows would be reduced by in excess of 40%, 13 will be reduced by between 30-40% and 14 would be reduced by 20-30%. For NSL. 37 of these rooms would be reduced by in excess of 40%, five would be reduced by between 30-40% and four will be reduced by 20-30%.

The BRE Guide states that an important issue to consider is whether a building is a good neighbour, standing a reasonable distance from the boundary and taking no more than its fair share of light. Princess House, 144 Princess Street was converted from office use circa 2000 and was not designed to include residential accommodation. Consequently, the design of Princess House, 144 Princess Street means that it is particularly susceptible to changes in daylight as the overhanging architectural features and single aspect, deep rooms, make it difficult for daylight to penetrate into living spaces. The building is unneighbourly, with habitable rooms to the full extent of the site boundary overlooking the application site, and its design as an office conversion means it is particularly susceptible to changes in daylight and sunlight. This places an unreasonable burden on the Site to maintain levels of daylight and sunlight which are commensurate with other residential buildings located in dense, urban environments throughout the city.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the level of retained daylight, the marginal difference between the impacts of the Proposed Development and previous planning permission and the medium sensitivity of the receptor, the effect on daylight to this property is considered to be moderate adverse in significance.

Sunlight Impacts

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

Vita Living (Proposed) – 1 (100%) of relevant rooms would achieve both the 25% annual and 5% winter APSH Alternative targets. Overall, the sunlight losses would be negligible.

Montana House (Proposed) – 22/22 (100%) of relevant rooms would achieve both the 25% annual and 5% winter APSH Alternative targets. Overall, the sunlight losses would be negligible.

Princess House (Proposed) – 17/33 (51%) of rooms would achieve both the 25% annual and 5% winter APSH Alternative targets. One of the affected rooms would experience alterations in Annual APSH between 30%-30% and seven will experience alterations in excess of 40%. 13 rooms will experience alterations in Winter APSH in excess of 40%. Overall the impact would be moderate adverse.

There would be reductions against the baseline site conditions for some residents within Vita, Montana House and Princess House with much more significant impacts on some residents of Princess House in particular. The impact on the daylight and sunlight received by some residents of the Princess House are important. However, some impact is inevitable if the site is to be

redeveloped to a scale appropriate to its city centre location. It is noted that the overall impacts of the new proposals are comparable with the previously consented scheme.

Additional Considerations

The impacts on daylight and sunlight at Princess House are of some significance. The Sunlight and Daylight Assessment has included a sensitivity analysis of Comparable nearby residential developments has been included which compares the retained VSC values (using the calculation methodology set out in Appendix F of the BRE guidelines –the VSC level of the centre point of the relevant ground floor window) found in some nearby residential buildings not impacted by this development. The locations chosen are all successful residential buildings recognised as positive well established urban environments which people chose to live in. As VSC levels do vary within those developments where applicable average values have been used.

The analysis from the comparable studies demonstrates average VSC levels of between 2% - 5.6% (approximately) Princess House would have an average of 5%. The table below summarises the findings of the comparison exercise, and also includes the average VSC for the residential properties surrounding the proposed development.

The following is also important to note:

- 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.

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 Wind Tunnel Monitoring (wind tunnel testing) which 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 sensitive receptors were identified as those using the public realm and outdoor facilities including the terraces at levels 17 and 19. All are 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.

The wind assessment concludes the following:

- Existing wind conditions around the Site are suitable, in terms of pedestrian safety and comfort, for the existing uses, with the sole exception of the outdoor seating area on the south-west corner of Vita, which is suitable for short-term sitting / standing only.
- Wind conditions in and around the proposed development in existing surrounds would be suitable, in terms of pedestrian safety, for all users.
- Wind conditions would remain suitable, in terms of pedestrian comfort, for intended uses at the vast majority of locations. Whilst there would be some minor localised exceedances, in terms of comfort only, at three corners along the thoroughfares these are very marginal exceedances only occurring in winter, therefore they would remain tolerable. In addition, wind conditions in the west of the south-west corner of the proposed development would marginally exceed the comfort criteria for long-term sitting in summer. However, trees would provide additional shelter at this time of year compared to the bare winter-time trees modelled, therefore, wind conditions would be at least tolerable.

Consequently, the assessment has not identified any significant adverse impacts with respect to the wind microclimate for the proposed development, meaning that no wind specific mitigation is required, and the residual effects will be negligible to minor adverse and not significant.

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.

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.

The energy strategy proposes entirely electrical based MVHP, air source heat pumps and PV cells there will be no additional emissions from gas boilers.

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.

122 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.

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 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.

A condition will limit the hours during which the external terrace can be used and prevent access by general members of the public to prevent disamenity to adjacent residents.

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. A small number of two to three-storey properties are located within approximately 330m of the proposed development could suffer interference with signal strength as a result of the development. Satellite dishes are present on these properties. Beyond this distance, significant effects are not predicted due to the current signal strength.

Degradation of the radio signal at close range to the proposed development is likely. The effects are unlikely to be noticeable in practice due to the variability of services in an urban environment

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 - Comprehensive archaeological work was undertaken between 2015-16 as part of Circle Square enabling works. This did not identify remains of archaeological significance at the site.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure - The Site is of low ecological value. There are no designated wildlife sites on or within close proximity to the site and any proposed redevelopment would not threaten the integrity of notifiable features in the local area. No potential for roosting bats was identified at the site and no significant bat foraging areas occur on site.

There are opportunities to 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. It is also important that lighting design is designed so as not to impact on foraging bats and this can be controlled by a condition attached to any consent granted.

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.

The design of the public realm been aims to mitigate impacts on climate change as well as improving biodiversity. Plant species will aim to be 80% native and 20% ornamental. SuDs features would collect the run-off rainwater from the adjacent footways which will then filter into the planting. Bird boxes would be used throughout the site to accommodate typical urban bird species, away from street and security lighting, in keeping with the wider Circle Square bird and bat box strategy as per the advice of ecologists. Trees and planting will use native and wildlife-friendly species, shrubs and herbaceous species to provide nectar for invertebrates and berries for birds. In terms of tree numbers there would be a net gain of 53 trees for the scheme as a whole.

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 provision of a managed bin store would provide a single point, in a discrete back of house location, for waste to be collected from Cloak Street. Bins would remain within the relevant building until full, it would be the responsibility of the building management team to move the bins to the bin store throughout the day as necessary.

It is proposed that management staff would move the bins out on collection days to the dedicated area on Cloak Street before moving the bins back into the store following collection. All waste would be collected by private contractors.

Environmental Health consider the waste management arrangements to be acceptable.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) – The north and east part of the Site, bounded by Newman and Princess Street respectively, are allocated in Flood Zone 2. The southern part of the Site, bounded by Hawkshaw Street, is in Flood Zone 1. The effects of climate change on the 1% event would also extend into the building indicating a future flood zone 3 classification.

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. Due to the high probability of flooding in the potential future Zone 3 parts of the site floor levels would be set to mitigate the risks.

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.

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 underlying soil conditions could prevent the use of Suds infiltration techniques, but this will be investigated further through a condition. However SuDS measures will be included as part of the public realm. The remaining requirements would be met by an underground tank with managed flow control to the River Medlock.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles. It is recommended that a Flood Emergency Plan is prepared prior to occupation of the building to ensure that building occupants are aware of the risks – particularly for the Retail Units 1 and 2 and the Cycle Storage users.

Contaminated Land Issues – A Phase I Preliminary Risk Assessment has been prepared based on desktop / published sources. The site is in an urban environment where industrial activities have taken place over time. It is likely that there is a significant thickness of Made Ground on site associated with previous development. Elevated levels of contamination may be present in shallow soil and groundwater beneath the site and it would be necessary to avoid contaminate migration pathways during piling works.

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.

UXO risk mapping identifies the site as being in a moderate risk area taking into account the site's historical industrial land use and periods of redevelopment. Prior to any demolition a radar survey would need to be performed prior to any demolition works taking place, once the ground had been cleared sufficiently to enable safe working in the area. 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 commercial units and office entrance lobby off Newman Street. All floors of the building would be accessible by lift. Disabled parking spaces would be available within the adjacent MSCP.

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

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

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 development would create full time equivalent jobs over the build period plus jobs connected to additional supply chain expenditure. A condition

for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal

Local expenditure would increase during the construction phase. On completion the site should accommodate up to 2,200 direct FTE jobs.

The offices would be in a highly sustainable area, with ground floor retail and leisure uses, improving access to jobs. In excess of 2,200 FTEs could be provided once fully occupied which would 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.

Permitted Development -The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.. It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

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 Circle Square Masterplan Area providing much needed high quality office accommodation. It would develop an underused poor quality site on a key route into the City Centre whilst improving permeability across the site and linkages with the adjacent ID Regeneration Area.

The new buildings 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 not have detrimental impact on the significance or setting of adjacent heritage assets.

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 polices 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) Site Location Plans CS3-BAR-03-XX-DR-A-05-0100 Rev P034, 0256-CS3-BAR-03-XX-DR-A-05-0001 P02 and 1502A-PLA-XX-XX-DR-L-1000 REV P0 stamped as received on 06-07-22;

(b) Proposed Site Plan CS3-BAR-03-XX-DR-A-05-0100 P04, Proposed Street Elevations 01 CS3-BAR-03-ES-DR-A-05-0110 P03, Proposed Street Elevations 02 CS3-BAR-03-ES-DR-A-05-0111 P03, Proposed Ground Floor GA CS3-BAR-03-00-DR-A-05-0120 P03, Proposed Mezzanine GA CS3-BAR-03-MZ-DR-A-05-0121 P03, Proposed Levels 01,03,05,07,09,11,13 Plan GA CS3-BAR-03-ZZ-DR-A-05-0122-1 P01, Proposed Levels: 02,04,06,08,10,12 Plan GA CS3-BAR-03-ZZ-DR-A-05-0122-2 P01, Proposed 14th Floor Plan GA CS3-BAR-03-14-DR-A-05-0123 P03, Proposed Roof Plan GA CS3-BAR-03-RF-DR-A-05-0124 P03, Proposed Section A-A CS3-BAR-03-XX-DR-A-05-0130 P03, Proposed Section B-B CS3-BAR-03-XX-DR-A-05-0131 P03, Proposed Section C-C CS3-BAR-03-XX-DR-A-05-0132 P03, Proposed Section E-E CS3-BAR-03-XX-DR-A-05-0134 P03, Proposed Section F-F CS3-BAR-03-XX-DR-A-05-0135 P03, Proposed Section G-G CS3-BAR-03-XX-DR-A-05-0136 P03, Proposed Elevations: North & East CS3-BAR-03-ES-DR-A-05-0200 P03, Proposed Elevations: South & West CS3-BAR-03-ES-DR-A-05-0201 P03, Standard window detail (Typical Floor) CS3-BAR-03-XX-DR-A-05-0301 P02, Arched window detail (Ground Floor) CS3-BAR-03-XX-DR-A-05-0302 P03 and Retail Window Detail (Ground Floor) CS3-BAR-03-XX-DR-A-05-0303 P02;

(c) Dwgs 1502A-PLA-XX-XX-DR-L-0001 REV P06, 1502A-PLA-XX-XX-DR-L-0002 REV P04, 1502A-PLA-XX-XX-DR-L-0003 REV P04, 1502A-PLA-XX-XX-DR-L-0004 REV P04, 1502A-PLA-XX-XX-DR-L-0005 REV P05, 1502A-PLA-XX-XX-DR-L-0006 REV P03, 1502A-PLA-XX-XX-DR-L-0007 REV P04 and 1502A-PLA-XX-XX-DR-L-0008 REV P04;

- (d) Crime Impact Statement Version A 14-07-22 stamped as received on 19-07-22;
- (e) Accommodation Schedule Table 4.1 Quantum of Proposed Development of Deloittes No.3 Circle Square, Planning and Tall Building Statement July 2022 stamped as received on 06-07-22;
- (f) Sections 4.18, 4.19 and 5 of the No.3 Circle Square , Manchester| Design and Access Statement by Bridge Architects stamped as received on 06-07-22;
- (g) Letter from University of Salford Archaeology Dated 17th May 2022 and stamped as received on 06-07-22;
- (h) Inclusions of measures and targets set out in the CIRCLE SQUARE NO.3, MANCHESTER, ENVIRONMENTAL STANDARDS STATEMENT, JUNE 2022 REF: 2021.305 by Element Sustainability stamped as received on 06-07-22;
- (i) Inclusion of measures and targets within NO.3 CIRCLE SQUARE, MANCHESTER LIFE CYCLE ASSESSMENT CONCEPT DESIGN JUNE 2022 by Element Sustainability stamped as received on 06-07-22;
- (j) 3 Circle Square. Manchester, AIR QUALITY, AIR QUALITY ASSESSMENT REVISION 01 - 01 JULY 2022 by Hoare Lee stamped as received on 06-07-22;
- (k) No 3 Circle Square, Manchester, Flood Risk Assessment and Drainage Strategy, Curtins Ref: CS3-CUR-03-XX-RP-D-92000
Revision: V02 Dated: 01 July 2022, stamped as received on 11-07-22;
- (l) Television and Radio Baseline Survey and Report No.3 Circle Square by Pager Power stamped as received on 06-07-22;
- (m) NO. 3 CIRCLE SQUARE EXTENDED PHASE 1 HABITAT SURVEY by Penny Anderson Associates stamped as received on 06-07-22;
- (n) Ventilation Strategy 17/06/2022 Ref: CS3-CWC-03-XX-RP-ME-0006 by CW stamped as received on 06-07-22;
- (o) Phase 1 Preliminary Risk Assessment, Circle Square Building No.3, Curtins, Reference: 080355-CUR-00-XX-DR-GE-001, 1 July 2022;
- (p) No. 3 Circle Square, Transport Statement, Curtins Ref: 80646-CUR-XX-XX-T-TP-00001, Revision: P02 Dated: 28 June 2022 and
Framework Travel Plan by Curtins both stamped as received on 06-07-22;
- (q) No. 3 Circle Square, Waste Management Strategy Curtins Ref: 80646-CUR-XX-XX-T-TP-00003 Revision: P02, Issue Date: 28 June 2022 stamped as received on 06-07-22;
- (r) No.3 Circle Square, Manchester Acoustic planning report by Sandy Brown dated 16 June 2022 and stamped as received on 06-07-22;
- (s) No.3 Circle Square, Manchester, UK, Wind Microclimate Study, 22nd June 2022 by Nova stamped as received on 06-07-22
- (t) ES Volume 1 Main Text:

1. Introduction
2. EIA Methodology
3. Site Description and Proposed Development
4. Alternatives and Design Evolution
5. Construction Phasing and Methodology
6. Climate Change
7. Daylight, Sunlight and Overshadowing
8. Townscape and Visual Impact
9. Water Quality, Drainage and Flood Risk
10. Wind Microclimate
11. Type 1 Cumulative Effects
12. Summary of Residual Impacts

(u) ES Volume 2 List of Appendices

- Appendix 1.1 Site Location Plan
- Appendix 2.1 Cumulative Developments
- Appendix 2.2 EIA Scoping Report
- Appendix 2.3 MCC Scoping Opinion
- Appendix 5.1 Construction Management Plan
- Appendix 6.1 Life Cycle Assessment: Concept Design
- Appendix 6.2 Environmental Standards Statement
- Appendix 7.1 Drawings of the Baseline and Proposed Scenario
- Appendix 7.2 Daylight and Sunlight Results for Baseline v Proposed
- Appendix 8.1 Townscape Baseline and Assessment Table
- Appendix 8.2 Visual Baseline and Assessment Table
- Appendix 8.3 TVIA Figures
- Appendix 8.4 Views and Photomontages
- Appendix 9.1 Flood Risk and Drainage Strategy
- Appendix 10.1 Wind Microclimate Study

(v) ES Volume 3 -Non Technical Summary

all stamped as received on 19-07-22

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, DM1 and PA1 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 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 NO.3 CIRCLE SQUARE, MANCHESTER LIFE CYCLE ASSESSMENT CONCEPT DESIGN JUNE 2022 by Element Sustainability stamped as received on 06-07-22;

(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 Phase 1 Preliminary Risk Assessment, Circle Square Building No.3, Curtins, Reference: 080355-CUR-00-XX-DR-GE-001, 1 July 2022 prior to the commencement of the development the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

- (i) Submission of Site Investigation Proposals
- (ii) Submission of a Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy

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.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- *Display of an emergency 24 hour contact number;
- *Details of measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- *Dust suppression Methodology;
- *Compound locations where relevant;
- * Highway Dilapidation survey;
- *Details of any necessary temporary traffic management measures;
- *Location, removal and recycling of waste and loading/unloading and storage of plant, waste and construction materials;
- *Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- *Routes for construction traffic including swept path analysis;
- *A method statement to protect the River Medlock from accidental spillages, dust and debris in consultation with the Canal and Rivers Trust
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Measures to protect vulnerable road users (cyclists and pedestrians); and
- *Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.
- *A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the development;
- * steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway;
- *details of the environmental pollution incident emergency response;
- * measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the River Medlock

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 development a programme for submission of final details of the public realm works and highway

works as shown in Dwgs 1502A-PLA-XX-XX-DR-L-0001 REV P06, 1502A-PLA-XX-XX-DR-L-0002 REV P04, 1502A-PLA-XX-XX-DR-L-0003 REV P04, 1502A-PLA-XX-XX-DR-L-0004 REV P04 , 1502A-PLA-XX-XX-DR-L-0005 REV P05, 1502A-PLA-XX-XX-DR-L-0006 REV P04, 1502A-PLA-XX-XX-DR-L-0007 REV P04 and 1502A-PLA-XX-XX-DR-L-0008 REV P04 all stamped as received on 06-07-22 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 through 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.

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 the 14th floor 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 the 14th floor as shown in dwg 0256-CS3-BAR-03-14-DR-A-05-0123 P03 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) For the avoidance of doubt the consent for the use of the external areas at ground floor level shall not allow for the use of amplified sound or any music in these external areas at any time. Prior to the commencement of the use of the ground floor external areas within the application site details of the hours of operation in shall be submitted to and 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.

10) Notwithstanding the details as set out within condition 2 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:

*Finalised drainage layout showing all components, levels and connectivity.

*Finished floor levels and flood resistance/resilience measures shall be set in accordance with No 3 Circle Square, Manchester Flood Risk Assessment and Drainage Strategy (Curtins Ref: CS3-CUR-03-XX-RP-D-92000 Revision: V02 Issue Date: 01 July 2022). Evidence shall be presented of retention through to final design.

*A Flood Emergency Plan covering the points recommended in No 3 Circle Square, Manchester Flood Risk Assessment and Drainage Strategy (Curtins Ref: CS3-CUR-03-XX-RP-D-92000 Revision: V02 Issue Date: 01 July 2022).

*Evidence that the drainage system has been designed to the restricted flow rates previously approved, which shall present evidence of previous approvals.

*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 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.

*For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.

*Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.

*Hydraulic calculation of the proposed drainage system;

*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.

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 CIRCLE SQUARE NO.3,

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 three 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) Notwithstanding the recommendation within the No.3 Circle Square, Manchester Acoustic planning report by Sandy Brown dated 16 June 2022 and stamped as received on 06-07-22 before the operation of each ground floor commercial units commences a scheme for acoustically insulating each unit to ensure that there is no unacceptable level of noise transfer from these units to the residential accommodation above or any unacceptable noise break out shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively. The scheme proposed may need to include different measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels

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

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

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

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

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

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.

17) Prior to occupation of

(a) The office accommodation and communal areas (including terraces); and

(b) Each of the ground floor commercial units

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.

18) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within each ground floor commercial unit shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy of each unit and shall remain in situ whilst the use or development is in operation.

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

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

19) The development hereby approved shall be carried out in accordance with the No. 3 Circle Square, Waste Management Strategy Curtins
Curtins Ref: 80646-CUR-XX-XX-T-TP-00003 Revision: P023, Issue Date: 28 June 27 October 2022 stamped as received on 06-07-22 28-10-22.

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.

20) 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).

21) 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

22) Notwithstanding the Television and Radio Baseline Survey and Report No.3 Circle Square by Pager Power stamped as received on 06-07-22 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

23) 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.

24) The development hereby approved shall be carried out in accordance with the Framework Travel Plan by Curtins stamped as received on 06-07-22

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 Spinningfields, Salford Metrolink, the City Centre and areas towards the Victoria Station and the Civic Quarter;
- 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.

25) 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.

26) 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.

27) 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

28) The window(s) at ground level, fronting onto Newman Street and facing the public realm 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.

29) 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

30) 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) Amendments to the existing TROs;

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).

31) The development shall be carried out in accordance with sections 4.5 and 6 of the Crime Impact Statement Version A 14-07-22 stamped as received on 19-07-22. 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

32) In the event that any of the commercial units, as indicated on drawing 0256-CS3-BAR-03-00-DR-A-05-0120 P03 are occupied as an restaurant (Class E) or Drinking Establishment (Sui Generis) use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

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

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

*Details of a Dispersal Procedure

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

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

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 safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

33) No doors (other than those designated as fire exits and ground floor bin store shown on plan 0256-CS3-BAR-03-00-DR-A-05-0120_P03) shall open outwards onto adjacent public highway.

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

34) Prior to the first occupation of the office accommodation the 122 cycle parking spaces shall be fully implemented as shown in dwg 0256-CS3-BAR-03-00-DR-A-05-0120 P03.

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).

35) 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.

36) 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).

37) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of additional upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

38) 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.

39) The 14th floor amenity space and roof terrace 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.

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

the ground floor units as shown in dwg 0256-CS3-BAR-03-00-DR-A-05-0120 P03 hereby approved shall only be used for flexible commercial units (Use Classes E a, b, c, e, f).

Reason - In the interest of retaining the provision of office space within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012).

41) 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).

42) 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 17. 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).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Renegeration
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Civil Aviation Authority
United Utilities Water PLC
Manchester Airport Safeguarding Officer
English Partnerships
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Planning Casework Unit
Manchester Water Safety Partnership
MCC Flood Risk Management
Natural England

Flat 1204, 6 Nobel Way, Manchester, M1 7FH
Flat 3, 98 Grosvenor Street, Manchester, M1 7HL
First Floor, 94 - 96 Grosvenor Street, Manchester, M1 7HL
Basement, 94 - 98 Grosvenor Street, Manchester, M1 7HL
121 Oxford Road, Manchester, M1 7DU
94 - 96 Grosvenor Street, Manchester, M1 7HL
Flat 12, 117 Oxford Road, Manchester, M1 7DU
Flat 9, 117 Oxford Road, Manchester, M1 7DU
Flat 6, 117 Oxford Road, Manchester, M1 7DU
Princess House, 144 Princess Street, Manchester, M1 7EP
Montana House, 136 Princess Street, Manchester, M1 7AF
119 Oxford Road, Manchester, M1 7DU

Unit 8, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Advice Centre, Sidney Street, Manchester, M1 7HB
Interdisciplinary Bio-Centre, 131 Princess Street, Manchester, M1 7DN
115A Oxford Road, Manchester, M1 7DU
115B Oxford Road, Manchester, M1 7DU
115 Oxford Road, Manchester, M1 7DU
94 - 98 Grosvenor Street, Manchester, M1 7HL
117 Oxford Road, Manchester, M1 7DU
Unit 10, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Flat 1414, 7 Nobel Way, Manchester, M1 7FY
Flat 1413, 7 Nobel Way, Manchester, M1 7FY
Flat 1410, 7 Nobel Way, Manchester, M1 7FY
Flat 1408, 7 Nobel Way, Manchester, M1 7FY
Flat 1406, 7 Nobel Way, Manchester, M1 7FY
Flat 1217, 7 Nobel Way, Manchester, M1 7FY
Flat 1216, 7 Nobel Way, Manchester, M1 7FY
Flat 1202, 7 Nobel Way, Manchester, M1 7FY
Flat 1112, 7 Nobel Way, Manchester, M1 7FY
Flat 1101, 7 Nobel Way, Manchester, M1 7FY
Flat 1010, 7 Nobel Way, Manchester, M1 7FX
Flat 1009, 7 Nobel Way, Manchester, M1 7FX
Flat 914, 7 Nobel Way, Manchester, M1 7FX
Flat 819, 7 Nobel Way, Manchester, M1 7FX
Flat 813, 7 Nobel Way, Manchester, M1 7FX
Flat 811, 7 Nobel Way, Manchester, M1 7FX
Flat 804, 7 Nobel Way, Manchester, M1 7FX
Flat 706, 7 Nobel Way, Manchester, M1 7FX
Flat 619, 7 Nobel Way, Manchester, M1 7FX
Flat 618, 7 Nobel Way, Manchester, M1 7FX
Flat 616, 7 Nobel Way, Manchester, M1 7FX
Flat 607, 7 Nobel Way, Manchester, M1 7FX
Flat 606, 7 Nobel Way, Manchester, M1 7FX
Flat 603, 7 Nobel Way, Manchester, M1 7FX
Flat 518, 7 Nobel Way, Manchester, M1 7FU
Flat 512, 7 Nobel Way, Manchester, M1 7FU
Flat 418, 7 Nobel Way, Manchester, M1 7FU
Flat 416, 7 Nobel Way, Manchester, M1 7FU
Flat 410, 7 Nobel Way, Manchester, M1 7FU
Flat 402, 7 Nobel Way, Manchester, M1 7FU
Flat 318, 7 Nobel Way, Manchester, M1 7FU
Flat 317, 7 Nobel Way, Manchester, M1 7FU
Flat 311, 7 Nobel Way, Manchester, M1 7FU
Flat 305, 7 Nobel Way, Manchester, M1 7FU
Flat 219, 7 Nobel Way, Manchester, M1 7FU
Flat 212, 7 Nobel Way, Manchester, M1 7FU
Flat 116, 7 Nobel Way, Manchester, M1 7FU
Flat 109, 7 Nobel Way, Manchester, M1 7FU
Flat 107, 7 Nobel Way, Manchester, M1 7FU
Unit 25, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Unit 23, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room C Flat 1405, 6 Nobel Way, Manchester, M1 7FP
Room D Flat 1218, 6 Nobel Way, Manchester, M1 7FH
Room D Flat 1118, 6 Nobel Way, Manchester, M1 7FH
Flat 506, 6 Nobel Way, Manchester, M1 7FF

Flat 413, 6 Nobel Way, Manchester, M1 7FF
Flat 328, 6 Nobel Way, Manchester, M1 7FE
Flat 326, 6 Nobel Way, Manchester, M1 7FE
Flat 311, 6 Nobel Way, Manchester, M1 7FE
Flat 310, 6 Nobel Way, Manchester, M1 7FE
Flat 302, 6 Nobel Way, Manchester, M1 7FE
Flat 124, 6 Nobel Way, Manchester, M1 7FE
Flat 118, 6 Nobel Way, Manchester, M1 7FE
Flat 106, 6 Nobel Way, Manchester, M1 7FE
Flat 1011, 2 Nobel Way, Manchester, M1 7FD
Flat 1003, 2 Nobel Way, Manchester, M1 7FD
Flat 1001, 2 Nobel Way, Manchester, M1 7FD
Flat 914, 2 Nobel Way, Manchester, M1 7FD
Flat 907, 2 Nobel Way, Manchester, M1 7FD
Flat 902, 2 Nobel Way, Manchester, M1 7FD
Flat 820, 2 Nobel Way, Manchester, M1 7FD
Flat 817, 2 Nobel Way, Manchester, M1 7FD
Flat 813, 2 Nobel Way, Manchester, M1 7FD
Flat 808, 2 Nobel Way, Manchester, M1 7FD
Flat 719, 2 Nobel Way, Manchester, M1 7FB
Flat 714, 2 Nobel Way, Manchester, M1 7FB
Flat 708, 2 Nobel Way, Manchester, M1 7FB
Flat 1122, 6 Nobel Way, Manchester, M1 7FH
Flat 1106, 6 Nobel Way, Manchester, M1 7FH
Flat 1105, 6 Nobel Way, Manchester, M1 7FH
Flat 1026, 6 Nobel Way, Manchester, M1 7FH
Flat 1019, 6 Nobel Way, Manchester, M1 7FH
Flat 1018, 6 Nobel Way, Manchester, M1 7FH
Flat 1017, 6 Nobel Way, Manchester, M1 7FH
Flat 1014, 6 Nobel Way, Manchester, M1 7FH
Flat 923, 6 Nobel Way, Manchester, M1 7FG
Flat 919, 6 Nobel Way, Manchester, M1 7FG
Flat 915, 6 Nobel Way, Manchester, M1 7FG
Flat 907, 6 Nobel Way, Manchester, M1 7FG
Flat 824, 6 Nobel Way, Manchester, M1 7FG
Flat 821, 6 Nobel Way, Manchester, M1 7FG
Flat 817, 6 Nobel Way, Manchester, M1 7FG
Flat 807, 6 Nobel Way, Manchester, M1 7FG
Flat 806, 6 Nobel Way, Manchester, M1 7FG
Flat 802, 6 Nobel Way, Manchester, M1 7FG
Flat 720, 6 Nobel Way, Manchester, M1 7FG
Flat 704, 6 Nobel Way, Manchester, M1 7FG
Flat 701, 6 Nobel Way, Manchester, M1 7FG
Flat 626, 6 Nobel Way, Manchester, M1 7FF
Flat 618, 6 Nobel Way, Manchester, M1 7FF
Flat 613, 6 Nobel Way, Manchester, M1 7FF
Flat 611, 6 Nobel Way, Manchester, M1 7FF
Flat 524, 6 Nobel Way, Manchester, M1 7FF
Flat 605, 6 Nobel Way, Manchester, M1 7FF
Flat 604, 6 Nobel Way, Manchester, M1 7FF
Flat 528, 6 Nobel Way, Manchester, M1 7FF
Room B Flat 1105, 6 Nobel Way, Manchester, M1 7FH
Room C Flat 1018, 6 Nobel Way, Manchester, M1 7FH
Room B Flat 918, 6 Nobel Way, Manchester, M1 7FG

Room A Flat 918, 6 Nobel Way, Manchester, M1 7FG
Room A Flat 905, 6 Nobel Way, Manchester, M1 7FG
Room D Flat 805, 6 Nobel Way, Manchester, M1 7FG
Room C Flat 805, 6 Nobel Way, Manchester, M1 7FG
Room D Flat 718, 6 Nobel Way, Manchester, M1 7FG
Room C Flat 618, 6 Nobel Way, Manchester, M1 7FF
Room D Flat 605, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 518, 6 Nobel Way, Manchester, M1 7FF
Room D Flat 518, 6 Nobel Way, Manchester, M1 7FF
Room C Flat 505, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 418, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 305, 6 Nobel Way, Manchester, M1 7FE
Room C Flat 305, 6 Nobel Way, Manchester, M1 7FE
Room A Flat 218, 6 Nobel Way, Manchester, M1 7FE
Room B Flat 205, 6 Nobel Way, Manchester, M1 7FE
Room C Flat 105, 6 Nobel Way, Manchester, M1 7FE
Flat 717, 6 Nobel Way, Manchester, M1 7FG
Flat 725, 6 Nobel Way, Manchester, M1 7FG
Flat 723, 6 Nobel Way, Manchester, M1 7FG
Flat 722, 6 Nobel Way, Manchester, M1 7FG
Flat 709, 6 Nobel Way, Manchester, M1 7FG
Flat 708, 6 Nobel Way, Manchester, M1 7FG
Flat 624, 6 Nobel Way, Manchester, M1 7FF
Flat 623, 6 Nobel Way, Manchester, M1 7FF
Flat 612, 6 Nobel Way, Manchester, M1 7FF
Flat 606, 6 Nobel Way, Manchester, M1 7FF
Flat 519, 6 Nobel Way, Manchester, M1 7FF
Flat 518, 6 Nobel Way, Manchester, M1 7FF
Room C Flat 1005, 6 Nobel Way, Manchester, M1 7FH
Room A Flat 818, 6 Nobel Way, Manchester, M1 7FG
Room B Flat 718, 6 Nobel Way, Manchester, M1 7FG
Room C Flat 705, 6 Nobel Way, Manchester, M1 7FG
Room A Flat 618, 6 Nobel Way, Manchester, M1 7FF
Room D Flat 418, 6 Nobel Way, Manchester, M1 7FF
Room B Flat 418, 6 Nobel Way, Manchester, M1 7FF
Room C Flat 405, 6 Nobel Way, Manchester, M1 7FF
Room B Flat 405, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 218, 6 Nobel Way, Manchester, M1 7FE
Room D Flat 105, 6 Nobel Way, Manchester, M1 7FE
Flat 1603, 6 Nobel Way, Manchester, M1 7FP
Flat 1602, 6 Nobel Way, Manchester, M1 7FP
Flat 1502, 6 Nobel Way, Manchester, M1 7FP
Flat 1404, 6 Nobel Way, Manchester, M1 7FP
Flat 1401, 6 Nobel Way, Manchester, M1 7FP
Flat 1301, 6 Nobel Way, Manchester, M1 7FP
Flat 1212, 6 Nobel Way, Manchester, M1 7FH
Flat 1205, 6 Nobel Way, Manchester, M1 7FH
Flat 1126, 6 Nobel Way, Manchester, M1 7FH
Flat 617, 2 Nobel Way, Manchester, M1 7FB
Flat 616, 2 Nobel Way, Manchester, M1 7FB
Flat 610, 2 Nobel Way, Manchester, M1 7FB
Flat 508, 2 Nobel Way, Manchester, M1 7FB
Flat 504, 2 Nobel Way, Manchester, M1 7FB
Flat 315, 2 Nobel Way, Manchester, M1 7FA

Flat 304, 2 Nobel Way, Manchester, M1 7FA
Flat 222, 2 Nobel Way, Manchester, M1 7FA
Flat 116, 2 Nobel Way, Manchester, M1 7FA
Flat 115, 2 Nobel Way, Manchester, M1 7FA
Flat 112, 2 Nobel Way, Manchester, M1 7FA
Apartment 20, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 24, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 30, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 34, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 40, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 42, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 6, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 44, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 23, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 12, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 63, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 58, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 114, 6 Nobel Way, Manchester, M1 7FE
Flat 206, 6 Nobel Way, Manchester, M1 7FE
Flat 122, 6 Nobel Way, Manchester, M1 7FE
Flat 119, 6 Nobel Way, Manchester, M1 7FE
Flat 112, 6 Nobel Way, Manchester, M1 7FE
Flat 1006, 2 Nobel Way, Manchester, M1 7FD
Flat 909, 2 Nobel Way, Manchester, M1 7FD
Flat 908, 2 Nobel Way, Manchester, M1 7FD
Flat 818, 2 Nobel Way, Manchester, M1 7FD
Flat 810, 2 Nobel Way, Manchester, M1 7FD
Flat 809, 2 Nobel Way, Manchester, M1 7FD
Flat 722, 2 Nobel Way, Manchester, M1 7FB
Flat 707, 2 Nobel Way, Manchester, M1 7FB
Flat 1123, 6 Nobel Way, Manchester, M1 7FH
Flat 1119, 6 Nobel Way, Manchester, M1 7FH
Flat 1028, 6 Nobel Way, Manchester, M1 7FH
Flat 1025, 6 Nobel Way, Manchester, M1 7FH
Flat 1020, 6 Nobel Way, Manchester, M1 7FH
Flat 1015, 6 Nobel Way, Manchester, M1 7FH
Flat 1013, 6 Nobel Way, Manchester, M1 7FH
Flat 1005, 6 Nobel Way, Manchester, M1 7FH
Flat 1004, 6 Nobel Way, Manchester, M1 7FH
Flat 925, 6 Nobel Way, Manchester, M1 7FG
Flat 924, 6 Nobel Way, Manchester, M1 7FG
Flat 902, 6 Nobel Way, Manchester, M1 7FG
Flat 901, 6 Nobel Way, Manchester, M1 7FG
Flat 816, 6 Nobel Way, Manchester, M1 7FG
Flat 815, 6 Nobel Way, Manchester, M1 7FG
Flat 801, 6 Nobel Way, Manchester, M1 7FG
Flat 726, 6 Nobel Way, Manchester, M1 7FG
Flat 710, 6 Nobel Way, Manchester, M1 7FG
Flat 625, 6 Nobel Way, Manchester, M1 7FF
Apartment 19, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 37, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 29, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 21, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 1411, 7 Nobel Way, Manchester, M1 7FY

Flat 1316, 7 Nobel Way, Manchester, M1 7FY
Flat 1312, 7 Nobel Way, Manchester, M1 7FY
Flat 1304, 7 Nobel Way, Manchester, M1 7FY
Flat 1303, 7 Nobel Way, Manchester, M1 7FY
Flat 1218, 7 Nobel Way, Manchester, M1 7FY
Flat 1116, 7 Nobel Way, Manchester, M1 7FY
Flat 1103, 7 Nobel Way, Manchester, M1 7FY
Flat 908, 7 Nobel Way, Manchester, M1 7FX
Flat 818, 7 Nobel Way, Manchester, M1 7FX
Flat 808, 7 Nobel Way, Manchester, M1 7FX
Flat 715, 7 Nobel Way, Manchester, M1 7FX
Flat 714, 7 Nobel Way, Manchester, M1 7FX
Flat 707, 7 Nobel Way, Manchester, M1 7FX
Flat 705, 7 Nobel Way, Manchester, M1 7FX
Flat 303, 7 Nobel Way, Manchester, M1 7FU
Flat 302, 7 Nobel Way, Manchester, M1 7FU
Flat 218, 7 Nobel Way, Manchester, M1 7FU
Flat 215, 7 Nobel Way, Manchester, M1 7FU
Flat 108, 7 Nobel Way, Manchester, M1 7FU
Unit 24, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room B Flat 1505, 6 Nobel Way, Manchester, M1 7FP
Room D Flat 1405, 6 Nobel Way, Manchester, M1 7FP
Room C Flat 1218, 6 Nobel Way, Manchester, M1 7FH
Room E Flat 1118, 6 Nobel Way, Manchester, M1 7FH
Flat 513, 6 Nobel Way, Manchester, M1 7FF
Flat 419, 6 Nobel Way, Manchester, M1 7FF
Flat 410, 6 Nobel Way, Manchester, M1 7FF
Flat 406, 6 Nobel Way, Manchester, M1 7FF
Flat 321, 6 Nobel Way, Manchester, M1 7FE
Flat 319, 6 Nobel Way, Manchester, M1 7FE
Flat 306, 6 Nobel Way, Manchester, M1 7FE
Flat 213, 6 Nobel Way, Manchester, M1 7FE
Flat 113, 6 Nobel Way, Manchester, M1 7FE
Flat 110, 6 Nobel Way, Manchester, M1 7FE
Flat 104, 6 Nobel Way, Manchester, M1 7FE
Flat 103, 6 Nobel Way, Manchester, M1 7FE
Flat 1014, 2 Nobel Way, Manchester, M1 7FD
Flat 1002, 2 Nobel Way, Manchester, M1 7FD
Flat 918, 2 Nobel Way, Manchester, M1 7FD
Flat 910, 2 Nobel Way, Manchester, M1 7FD
Flat 812, 2 Nobel Way, Manchester, M1 7FD
Flat 805, 2 Nobel Way, Manchester, M1 7FD
Flat 720, 2 Nobel Way, Manchester, M1 7FB
Flat 718, 2 Nobel Way, Manchester, M1 7FB
Flat 1118, 6 Nobel Way, Manchester, M1 7FH
Flat 1111, 6 Nobel Way, Manchester, M1 7FH
Flat 1103, 6 Nobel Way, Manchester, M1 7FH
Flat 1027, 6 Nobel Way, Manchester, M1 7FH
Flat 1021, 6 Nobel Way, Manchester, M1 7FH
Room C Flat 818, 6 Nobel Way, Manchester, M1 7FG
Flat 617, 6 Nobel Way, Manchester, M1 7FF
Flat 614, 6 Nobel Way, Manchester, M1 7FF
Room D Flat 818, 6 Nobel Way, Manchester, M1 7FG
Room B Flat 705, 6 Nobel Way, Manchester, M1 7FG

Room B Flat 605, 6 Nobel Way, Manchester, M1 7FF
Room B Flat 518, 6 Nobel Way, Manchester, M1 7FF
Room A Flat 418, 6 Nobel Way, Manchester, M1 7FF
Room B Flat 318, 6 Nobel Way, Manchester, M1 7FE
Room B Flat 218, 6 Nobel Way, Manchester, M1 7FE
Room A Flat 205, 6 Nobel Way, Manchester, M1 7FE
Room E Flat 105, 6 Nobel Way, Manchester, M1 7FE
Flat 1612, 6 Nobel Way, Manchester, M1 7FP
Flat 1512, 6 Nobel Way, Manchester, M1 7FP
Flat 1509, 6 Nobel Way, Manchester, M1 7FP
Flat 1310, 6 Nobel Way, Manchester, M1 7FP
Flat 1306, 6 Nobel Way, Manchester, M1 7FP
Flat 1224, 6 Nobel Way, Manchester, M1 7FH
Flat 1217, 6 Nobel Way, Manchester, M1 7FH
Flat 1215, 6 Nobel Way, Manchester, M1 7FH
Flat 1206, 6 Nobel Way, Manchester, M1 7FH
Flat 1128, 6 Nobel Way, Manchester, M1 7FH
Flat 619, 2 Nobel Way, Manchester, M1 7FB
Flat 614, 2 Nobel Way, Manchester, M1 7FB
Flat 613, 2 Nobel Way, Manchester, M1 7FB
Flat 604, 2 Nobel Way, Manchester, M1 7FB
Flat 521, 2 Nobel Way, Manchester, M1 7FB
Flat 507, 2 Nobel Way, Manchester, M1 7FB
Flat 506, 2 Nobel Way, Manchester, M1 7FB
Flat 421, 2 Nobel Way, Manchester, M1 7FA
Flat 417, 2 Nobel Way, Manchester, M1 7FA
Flat 415, 2 Nobel Way, Manchester, M1 7FA
Flat 413, 2 Nobel Way, Manchester, M1 7FA
Flat 411, 2 Nobel Way, Manchester, M1 7FA
Flat 404, 2 Nobel Way, Manchester, M1 7FA
Flat 216, 2 Nobel Way, Manchester, M1 7FA
Flat 214, 2 Nobel Way, Manchester, M1 7FA
Flat 210, 2 Nobel Way, Manchester, M1 7FA
Flat 208, 2 Nobel Way, Manchester, M1 7FA
Flat 207, 2 Nobel Way, Manchester, M1 7FA
111 Oxford Road, Manchester, M1 7DU
Apartment 10, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 11, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 21, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 31, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 41, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 49, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 7, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 17, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 15, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 57, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 46, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 19, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 60, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 16, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 1, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 52, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 47, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 39, Montana House, 136 Princess Street, Manchester, M1 7AF

Flat 3, 117 Oxford Road, Manchester, M1 7DU
Flat 1403, 7 Nobel Way, Manchester, M1 7FY
Flat 1309, 7 Nobel Way, Manchester, M1 7FY
Flat 1305, 7 Nobel Way, Manchester, M1 7FY
Flat 1215, 7 Nobel Way, Manchester, M1 7FY
Flat 1214, 7 Nobel Way, Manchester, M1 7FY
Flat 1212, 7 Nobel Way, Manchester, M1 7FY
Flat 1118, 7 Nobel Way, Manchester, M1 7FY
Flat 1113, 7 Nobel Way, Manchester, M1 7FY
Flat 1102, 7 Nobel Way, Manchester, M1 7FY
Flat 1007, 7 Nobel Way, Manchester, M1 7FX
Flat 710, 7 Nobel Way, Manchester, M1 7FX
Flat 304, 7 Nobel Way, Manchester, M1 7FU
Flat 210, 7 Nobel Way, Manchester, M1 7FU
Apartment 12, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 15, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 39, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 8, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 26, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 2, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 16, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 11, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 13, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 14, 117 Oxford Road, Manchester, M1 7DU
Flat 13, 117 Oxford Road, Manchester, M1 7DU
Flat 11, 117 Oxford Road, Manchester, M1 7DU
Flat 1416, 7 Nobel Way, Manchester, M1 7FY
Flat 1409, 7 Nobel Way, Manchester, M1 7FY
Flat 1315, 7 Nobel Way, Manchester, M1 7FY
Flat 1306, 7 Nobel Way, Manchester, M1 7FY
Flat 1213, 7 Nobel Way, Manchester, M1 7FY
Flat 1119, 7 Nobel Way, Manchester, M1 7FY
Flat 1107, 7 Nobel Way, Manchester, M1 7FY
Flat 1106, 7 Nobel Way, Manchester, M1 7FY
Flat 1001, 6 Nobel Way, Manchester, M1 7FH
Flat 1010, 6 Nobel Way, Manchester, M1 7FH
Flat 1009, 6 Nobel Way, Manchester, M1 7FH
Flat 1007, 6 Nobel Way, Manchester, M1 7FH
Flat 922, 6 Nobel Way, Manchester, M1 7FG
Flat 921, 6 Nobel Way, Manchester, M1 7FG
Flat 917, 6 Nobel Way, Manchester, M1 7FG
Flat 914, 6 Nobel Way, Manchester, M1 7FG
Flat 903, 6 Nobel Way, Manchester, M1 7FG
Flat 805, 6 Nobel Way, Manchester, M1 7FG
Flat 728, 6 Nobel Way, Manchester, M1 7FG
Flat 727, 6 Nobel Way, Manchester, M1 7FG
Flat 724, 6 Nobel Way, Manchester, M1 7FG
Flat 721, 6 Nobel Way, Manchester, M1 7FG
Flat 712, 6 Nobel Way, Manchester, M1 7FG
Flat 705, 6 Nobel Way, Manchester, M1 7FG
Flat 622, 6 Nobel Way, Manchester, M1 7FF
Flat 609, 6 Nobel Way, Manchester, M1 7FF
Flat 608, 6 Nobel Way, Manchester, M1 7FF
Flat 527, 6 Nobel Way, Manchester, M1 7FF

Flat 523, 6 Nobel Way, Manchester, M1 7FF
Flat 522, 6 Nobel Way, Manchester, M1 7FF
Room C Flat 1105, 6 Nobel Way, Manchester, M1 7FH
Room A Flat 1105, 6 Nobel Way, Manchester, M1 7FH
Room B Flat 1005, 6 Nobel Way, Manchester, M1 7FH
Room D Flat 918, 6 Nobel Way, Manchester, M1 7FG
Room E Flat 905, 6 Nobel Way, Manchester, M1 7FG
Flat 1001, 7 Nobel Way, Manchester, M1 7FX
Flat 1018, 7 Nobel Way, Manchester, M1 7FX
Flat 1012, 7 Nobel Way, Manchester, M1 7FX
Flat 904, 7 Nobel Way, Manchester, M1 7FX
Flat 910, 7 Nobel Way, Manchester, M1 7FX
Flat 907, 7 Nobel Way, Manchester, M1 7FX
Flat 810, 7 Nobel Way, Manchester, M1 7FX
Flat 805, 7 Nobel Way, Manchester, M1 7FX
Flat 803, 7 Nobel Way, Manchester, M1 7FX
Flat 718, 7 Nobel Way, Manchester, M1 7FX
Flat 716, 7 Nobel Way, Manchester, M1 7FX
Flat 713, 7 Nobel Way, Manchester, M1 7FX
Flat 902, 7 Nobel Way, Manchester, M1 7FX
Flat 901, 7 Nobel Way, Manchester, M1 7FX
Flat 703, 7 Nobel Way, Manchester, M1 7FX
Flat 615, 7 Nobel Way, Manchester, M1 7FX
Flat 613, 7 Nobel Way, Manchester, M1 7FX
Flat 614, 7 Nobel Way, Manchester, M1 7FX
Flat 611, 7 Nobel Way, Manchester, M1 7FX
Flat 608, 7 Nobel Way, Manchester, M1 7FX
Flat 517, 7 Nobel Way, Manchester, M1 7FU
Flat 406, 7 Nobel Way, Manchester, M1 7FU
Flat 401, 7 Nobel Way, Manchester, M1 7FU
Flat 319, 7 Nobel Way, Manchester, M1 7FU
Flat 309, 7 Nobel Way, Manchester, M1 7FU
Flat 301, 7 Nobel Way, Manchester, M1 7FU
Flat 217, 7 Nobel Way, Manchester, M1 7FU
Flat 216, 7 Nobel Way, Manchester, M1 7FU
Flat 411, 7 Nobel Way, Manchester, M1 7FU
Flat 916, 7 Nobel Way, Manchester, M1 7FX
Flat 119, 7 Nobel Way, Manchester, M1 7FU
Flat 105, 7 Nobel Way, Manchester, M1 7FU
Flat 104, 7 Nobel Way, Manchester, M1 7FU
Unit 26, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Unit 18, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room A Flat 1605, 6 Nobel Way, Manchester, M1 7FP
Room D Flat 1505, 6 Nobel Way, Manchester, M1 7FP
Room A Flat 1505, 6 Nobel Way, Manchester, M1 7FP
Room D Flat 1305, 6 Nobel Way, Manchester, M1 7FP
Room B Flat 1305, 6 Nobel Way, Manchester, M1 7FP
Flat 507, 6 Nobel Way, Manchester, M1 7FF
Flat 504, 6 Nobel Way, Manchester, M1 7FF
Flat 426, 6 Nobel Way, Manchester, M1 7FF
Flat 416, 6 Nobel Way, Manchester, M1 7FF
Flat 412, 6 Nobel Way, Manchester, M1 7FF
Flat 411, 6 Nobel Way, Manchester, M1 7FF
Flat 409, 6 Nobel Way, Manchester, M1 7FF

Flat 407, 6 Nobel Way, Manchester, M1 7FF
Flat 226, 6 Nobel Way, Manchester, M1 7FE
Flat 225, 6 Nobel Way, Manchester, M1 7FE
Flat 221, 6 Nobel Way, Manchester, M1 7FE
Flat 218, 6 Nobel Way, Manchester, M1 7FE
Flat 205, 6 Nobel Way, Manchester, M1 7FE
Flat 128, 6 Nobel Way, Manchester, M1 7FE
Flat 127, 6 Nobel Way, Manchester, M1 7FE
Flat 109, 6 Nobel Way, Manchester, M1 7FE
Flat 107, 6 Nobel Way, Manchester, M1 7FE
Flat 105, 6 Nobel Way, Manchester, M1 7FE
Flat 207, 7 Nobel Way, Manchester, M1 7FU
Flat 112, 7 Nobel Way, Manchester, M1 7FU
Flat 103, 7 Nobel Way, Manchester, M1 7FU
Flat 101, 7 Nobel Way, Manchester, M1 7FU
Flat 205, 7 Nobel Way, Manchester, M1 7FU
Unit 21 And 22, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room C Flat 1505, 6 Nobel Way, Manchester, M1 7FP
Room B Flat 1218, 6 Nobel Way, Manchester, M1 7FH
Room A Flat 1218, 6 Nobel Way, Manchester, M1 7FH
Room E Flat 1605, 6 Nobel Way, Manchester, M1 7FP
Flat 509, 6 Nobel Way, Manchester, M1 7FF
Flat 423, 6 Nobel Way, Manchester, M1 7FF
Room D Flat 318, 6 Nobel Way, Manchester, M1 7FE
Room E Flat 805, 6 Nobel Way, Manchester, M1 7FG
Room A Flat 705, 6 Nobel Way, Manchester, M1 7FG
Room E Flat 318, 6 Nobel Way, Manchester, M1 7FE
Room A Flat 305, 6 Nobel Way, Manchester, M1 7FE
Room C Flat 218, 6 Nobel Way, Manchester, M1 7FE
Room C Flat 205, 6 Nobel Way, Manchester, M1 7FE
Room E Flat 118, 6 Nobel Way, Manchester, M1 7FE
Room C Flat 118, 6 Nobel Way, Manchester, M1 7FE
Flat 1607, 6 Nobel Way, Manchester, M1 7FP
Flat 1505, 6 Nobel Way, Manchester, M1 7FP
Flat 1405, 6 Nobel Way, Manchester, M1 7FP
Flat 1403, 6 Nobel Way, Manchester, M1 7FP
Flat 1402, 6 Nobel Way, Manchester, M1 7FP
Flat 1304, 6 Nobel Way, Manchester, M1 7FP
Flat 1222, 6 Nobel Way, Manchester, M1 7FH
Flat 1216, 6 Nobel Way, Manchester, M1 7FH
Flat 1201, 6 Nobel Way, Manchester, M1 7FH
Flat 706, 2 Nobel Way, Manchester, M1 7FB
Flat 607, 2 Nobel Way, Manchester, M1 7FB
Flat 606, 2 Nobel Way, Manchester, M1 7FB
Flat 603, 2 Nobel Way, Manchester, M1 7FB
Flat 520, 2 Nobel Way, Manchester, M1 7FB
Flat 511, 2 Nobel Way, Manchester, M1 7FB
Flat 503, 2 Nobel Way, Manchester, M1 7FB
Flat 419, 2 Nobel Way, Manchester, M1 7FA
Flat 412, 2 Nobel Way, Manchester, M1 7FA
Flat 408, 2 Nobel Way, Manchester, M1 7FA
Flat 403, 2 Nobel Way, Manchester, M1 7FA
Flat 322, 2 Nobel Way, Manchester, M1 7FA
Flat 321, 2 Nobel Way, Manchester, M1 7FA

Flat 313, 2 Nobel Way, Manchester, M1 7FA
Flat 310, 2 Nobel Way, Manchester, M1 7FA
Flat 305, 2 Nobel Way, Manchester, M1 7FA
Flat 303, 2 Nobel Way, Manchester, M1 7FA
Flat 217, 2 Nobel Way, Manchester, M1 7FA
Flat 213, 2 Nobel Way, Manchester, M1 7FA
Flat 206, 2 Nobel Way, Manchester, M1 7FA
Flat 120, 2 Nobel Way, Manchester, M1 7FA
Flat 113, 2 Nobel Way, Manchester, M1 7FA
Apartment 1, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 35, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 43, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 50, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 9, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 54, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 53, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 24, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 66, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 42, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 33, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 27, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 1012, 2 Nobel Way, Manchester, M1 7FD
Flat 1020, 2 Nobel Way, Manchester, M1 7FD
Flat 1019, 2 Nobel Way, Manchester, M1 7FD
Flat 1013, 2 Nobel Way, Manchester, M1 7FD
Flat 913, 2 Nobel Way, Manchester, M1 7FD
Flat 905, 2 Nobel Way, Manchester, M1 7FD
Flat 803, 2 Nobel Way, Manchester, M1 7FD
Flat 1121, 6 Nobel Way, Manchester, M1 7FH
Flat 1115, 6 Nobel Way, Manchester, M1 7FH
Flat 1109, 6 Nobel Way, Manchester, M1 7FH
Flat 1101, 6 Nobel Way, Manchester, M1 7FH
Flat 1012, 6 Nobel Way, Manchester, M1 7FH
Flat 1008, 6 Nobel Way, Manchester, M1 7FH
Flat 1002, 6 Nobel Way, Manchester, M1 7FH
Flat 916, 6 Nobel Way, Manchester, M1 7FG
Flat 910, 6 Nobel Way, Manchester, M1 7FG
Flat 904, 6 Nobel Way, Manchester, M1 7FG
Flat 827, 6 Nobel Way, Manchester, M1 7FG
Flat 825, 6 Nobel Way, Manchester, M1 7FG
Flat 809, 6 Nobel Way, Manchester, M1 7FG
Flat 716, 6 Nobel Way, Manchester, M1 7FG
Flat 711, 6 Nobel Way, Manchester, M1 7FG
Flat 627, 6 Nobel Way, Manchester, M1 7FF
Flat 620, 6 Nobel Way, Manchester, M1 7FF
Flat 615, 6 Nobel Way, Manchester, M1 7FF
Flat 607, 6 Nobel Way, Manchester, M1 7FF
Flat 602, 6 Nobel Way, Manchester, M1 7FF
Room A Flat 1118, 6 Nobel Way, Manchester, M1 7FH
Room A Flat 1018, 6 Nobel Way, Manchester, M1 7FH
Room E Flat 1005, 6 Nobel Way, Manchester, M1 7FH
Room A Flat 718, 6 Nobel Way, Manchester, M1 7FG
Room E Flat 705, 6 Nobel Way, Manchester, M1 7FG
Room D Flat 705, 6 Nobel Way, Manchester, M1 7FG

Room D Flat 618, 6 Nobel Way, Manchester, M1 7FF
Room A Flat 605, 6 Nobel Way, Manchester, M1 7FF
Room C Flat 518, 6 Nobel Way, Manchester, M1 7FF
Flat 324, 6 Nobel Way, Manchester, M1 7FE
Flat 418, 6 Nobel Way, Manchester, M1 7FF
Flat 415, 6 Nobel Way, Manchester, M1 7FF
Flat 414, 6 Nobel Way, Manchester, M1 7FF
Flat 317, 6 Nobel Way, Manchester, M1 7FE
Flat 316, 6 Nobel Way, Manchester, M1 7FE
Flat 424, 6 Nobel Way, Manchester, M1 7FF
Flat 126, 6 Nobel Way, Manchester, M1 7FE
Flat 121, 6 Nobel Way, Manchester, M1 7FE
Flat 116, 6 Nobel Way, Manchester, M1 7FE
Flat 219, 6 Nobel Way, Manchester, M1 7FE
Flat 1021, 2 Nobel Way, Manchester, M1 7FD
Flat 1009, 2 Nobel Way, Manchester, M1 7FD
Flat 1007, 2 Nobel Way, Manchester, M1 7FD
Flat 1004, 2 Nobel Way, Manchester, M1 7FD
Flat 922, 2 Nobel Way, Manchester, M1 7FD
Flat 904, 2 Nobel Way, Manchester, M1 7FD
Flat 1016, 2 Nobel Way, Manchester, M1 7FD
Flat 815, 2 Nobel Way, Manchester, M1 7FD
Flat 807, 2 Nobel Way, Manchester, M1 7FD
Flat 802, 2 Nobel Way, Manchester, M1 7FD
Flat 801, 2 Nobel Way, Manchester, M1 7FD
Flat 717, 2 Nobel Way, Manchester, M1 7FB
Flat 716, 2 Nobel Way, Manchester, M1 7FB
Flat 1117, 6 Nobel Way, Manchester, M1 7FH
Flat 1023, 6 Nobel Way, Manchester, M1 7FH
Flat 913, 6 Nobel Way, Manchester, M1 7FG
Flat 911, 6 Nobel Way, Manchester, M1 7FG
Flat 811, 2 Nobel Way, Manchester, M1 7FD
Flat 713, 2 Nobel Way, Manchester, M1 7FB
Flat 711, 2 Nobel Way, Manchester, M1 7FB
Flat 803, 6 Nobel Way, Manchester, M1 7FG
Flat 719, 6 Nobel Way, Manchester, M1 7FG
Flat 718, 6 Nobel Way, Manchester, M1 7FG
Flat 715, 6 Nobel Way, Manchester, M1 7FG
Flat 706, 6 Nobel Way, Manchester, M1 7FG
Flat 812, 6 Nobel Way, Manchester, M1 7FG
Flat 526, 6 Nobel Way, Manchester, M1 7FF
Flat 516, 6 Nobel Way, Manchester, M1 7FF
Flat 610, 6 Nobel Way, Manchester, M1 7FF
Flat 601, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 1018, 6 Nobel Way, Manchester, M1 7FH
Room A Flat 1005, 6 Nobel Way, Manchester, M1 7FH
Room D Flat 905, 6 Nobel Way, Manchester, M1 7FG
Room B Flat 905, 6 Nobel Way, Manchester, M1 7FG
Flat 1401, 7 Nobel Way, Manchester, M1 7FY
Apartment 25, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 1417, 7 Nobel Way, Manchester, M1 7FY
Flat 1415, 7 Nobel Way, Manchester, M1 7FY
Flat 1317, 7 Nobel Way, Manchester, M1 7FY
Flat 1314, 7 Nobel Way, Manchester, M1 7FY

Flat 1302, 7 Nobel Way, Manchester, M1 7FY
Flat 1301, 7 Nobel Way, Manchester, M1 7FY
Flat 1115, 7 Nobel Way, Manchester, M1 7FY
Flat 1109, 7 Nobel Way, Manchester, M1 7FY
Flat 1104, 7 Nobel Way, Manchester, M1 7FY
Flat 1015, 7 Nobel Way, Manchester, M1 7FX
Flat 1013, 7 Nobel Way, Manchester, M1 7FX
Flat 1006, 7 Nobel Way, Manchester, M1 7FX
Flat 918, 7 Nobel Way, Manchester, M1 7FX
Flat 911, 7 Nobel Way, Manchester, M1 7FX
Flat 903, 7 Nobel Way, Manchester, M1 7FX
Flat 817, 7 Nobel Way, Manchester, M1 7FX
Flat 809, 7 Nobel Way, Manchester, M1 7FX
Flat 806, 7 Nobel Way, Manchester, M1 7FX
Flat 719, 7 Nobel Way, Manchester, M1 7FX
Flat 617, 7 Nobel Way, Manchester, M1 7FX
Flat 609, 7 Nobel Way, Manchester, M1 7FX
Flat 604, 7 Nobel Way, Manchester, M1 7FX
Flat 515, 7 Nobel Way, Manchester, M1 7FU
Flat 514, 7 Nobel Way, Manchester, M1 7FU
Flat 408, 7 Nobel Way, Manchester, M1 7FU
Flat 403, 7 Nobel Way, Manchester, M1 7FU
Flat 310, 7 Nobel Way, Manchester, M1 7FU
Flat 307, 7 Nobel Way, Manchester, M1 7FU
Flat 306, 7 Nobel Way, Manchester, M1 7FU
Flat 209, 7 Nobel Way, Manchester, M1 7FU
Flat 208, 7 Nobel Way, Manchester, M1 7FU
Flat 203, 7 Nobel Way, Manchester, M1 7FU
Flat 117, 7 Nobel Way, Manchester, M1 7FU
Flat 1608, 6 Nobel Way, Manchester, M1 7FP
Room A Flat 518, 6 Nobel Way, Manchester, M1 7FF
Room B Flat 505, 6 Nobel Way, Manchester, M1 7FF
Room A Flat 505, 6 Nobel Way, Manchester, M1 7FF
Flat 1504, 6 Nobel Way, Manchester, M1 7FP
Flat 1503, 6 Nobel Way, Manchester, M1 7FP
Flat 1227, 6 Nobel Way, Manchester, M1 7FH
Flat 1223, 6 Nobel Way, Manchester, M1 7FH
Flat 1214, 6 Nobel Way, Manchester, M1 7FH
Flat 1211, 6 Nobel Way, Manchester, M1 7FH
Flat 1207, 6 Nobel Way, Manchester, M1 7FH
Flat 1202, 6 Nobel Way, Manchester, M1 7FH
Flat 1124, 6 Nobel Way, Manchester, M1 7FH
Flat 704, 2 Nobel Way, Manchester, M1 7FB
Flat 621, 2 Nobel Way, Manchester, M1 7FB
Flat 618, 2 Nobel Way, Manchester, M1 7FB
Flat 522, 2 Nobel Way, Manchester, M1 7FB
Flat 510, 2 Nobel Way, Manchester, M1 7FB
Flat 502, 2 Nobel Way, Manchester, M1 7FB
Flat 501, 2 Nobel Way, Manchester, M1 7FB
Flat 320, 2 Nobel Way, Manchester, M1 7FA
Flat 220, 2 Nobel Way, Manchester, M1 7FA
Flat 218, 2 Nobel Way, Manchester, M1 7FA
Flat 205, 2 Nobel Way, Manchester, M1 7FA
Flat 201, 2 Nobel Way, Manchester, M1 7FA

Flat 119, 2 Nobel Way, Manchester, M1 7FA
Apartment 28, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 4, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 46, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 4, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 7, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 6, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 22, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 64, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 45, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 43, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 20, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 8, 117 Oxford Road, Manchester, M1 7DU
Flat 114, 7 Nobel Way, Manchester, M1 7FU
Room D Flat 405, 6 Nobel Way, Manchester, M1 7FF
Room B Flat 818, 6 Nobel Way, Manchester, M1 7FG
Room B Flat 118, 6 Nobel Way, Manchester, M1 7FE
Room C Flat 418, 6 Nobel Way, Manchester, M1 7FF
Room C Flat 318, 6 Nobel Way, Manchester, M1 7FE
Room B Flat 618, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 605, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 618, 6 Nobel Way, Manchester, M1 7FF
Room C Flat 918, 6 Nobel Way, Manchester, M1 7FG
Flat 1511, 6 Nobel Way, Manchester, M1 7FP
Flat 1507, 6 Nobel Way, Manchester, M1 7FP
Flat 1412, 6 Nobel Way, Manchester, M1 7FP
Flat 1408, 6 Nobel Way, Manchester, M1 7FP
Flat 1508, 6 Nobel Way, Manchester, M1 7FP
Flat 1309, 6 Nobel Way, Manchester, M1 7FP
Flat 1226, 6 Nobel Way, Manchester, M1 7FH
Flat 1221, 6 Nobel Way, Manchester, M1 7FH
Flat 1305, 6 Nobel Way, Manchester, M1 7FP
Flat 1303, 6 Nobel Way, Manchester, M1 7FP
Flat 1209, 6 Nobel Way, Manchester, M1 7FH
Flat 608, 2 Nobel Way, Manchester, M1 7FB
Flat 519, 2 Nobel Way, Manchester, M1 7FB
Flat 516, 2 Nobel Way, Manchester, M1 7FB
Flat 514, 2 Nobel Way, Manchester, M1 7FB
Flat 512, 2 Nobel Way, Manchester, M1 7FB
Flat 509, 2 Nobel Way, Manchester, M1 7FB
Flat 420, 2 Nobel Way, Manchester, M1 7FA
Flat 416, 2 Nobel Way, Manchester, M1 7FA
Flat 414, 2 Nobel Way, Manchester, M1 7FA
Flat 211, 2 Nobel Way, Manchester, M1 7FA
Flat 203, 2 Nobel Way, Manchester, M1 7FA
Flat 118, 2 Nobel Way, Manchester, M1 7FA
Flat 117, 2 Nobel Way, Manchester, M1 7FA
Apartment 18, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 2, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 29, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 45, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 47, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 2, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 314, 2 Nobel Way, Manchester, M1 7FA

Flat 302, 2 Nobel Way, Manchester, M1 7FA
Flat 409, 2 Nobel Way, Manchester, M1 7FA
Flat 418, 2 Nobel Way, Manchester, M1 7FA
94 Grosvenor Street, Manchester, M1 7HL
First Floor, 98 Grosvenor Street, Manchester, M1 7HL
Apartment 5, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 38, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 59, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 9, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 4, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 20, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 14, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 61, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 51, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 65, Princess House, 144 Princess Street, Manchester, M1 7EP
Room A Flat 1305, 6 Nobel Way, Manchester, M1 7FP
Unit 15, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room E Flat 1505, 6 Nobel Way, Manchester, M1 7FP
Room E Flat 1405, 6 Nobel Way, Manchester, M1 7FP
Room E Flat 1205, 6 Nobel Way, Manchester, M1 7FH
Room A Flat 1205, 6 Nobel Way, Manchester, M1 7FH
Flat 512, 6 Nobel Way, Manchester, M1 7FF
Flat 503, 6 Nobel Way, Manchester, M1 7FF
Flat 501, 6 Nobel Way, Manchester, M1 7FF
Flat 422, 6 Nobel Way, Manchester, M1 7FF
Flat 421, 6 Nobel Way, Manchester, M1 7FF
Flat 408, 6 Nobel Way, Manchester, M1 7FF
Flat 327, 6 Nobel Way, Manchester, M1 7FE
Flat 323, 6 Nobel Way, Manchester, M1 7FE
Flat 313, 6 Nobel Way, Manchester, M1 7FE
Flat 309, 6 Nobel Way, Manchester, M1 7FE
Flat 307, 6 Nobel Way, Manchester, M1 7FE
Flat 304, 6 Nobel Way, Manchester, M1 7FE
Flat 227, 6 Nobel Way, Manchester, M1 7FE
Flat 210, 6 Nobel Way, Manchester, M1 7FE
Flat 209, 6 Nobel Way, Manchester, M1 7FE
Flat 117, 6 Nobel Way, Manchester, M1 7FE
Flat 1018, 2 Nobel Way, Manchester, M1 7FD
Flat 1015, 2 Nobel Way, Manchester, M1 7FD
Flat 1010, 2 Nobel Way, Manchester, M1 7FD
Flat 921, 2 Nobel Way, Manchester, M1 7FD
Flat 919, 2 Nobel Way, Manchester, M1 7FD
Flat 917, 2 Nobel Way, Manchester, M1 7FD
Flat 911, 2 Nobel Way, Manchester, M1 7FD
Flat 822, 2 Nobel Way, Manchester, M1 7FD
Flat 819, 2 Nobel Way, Manchester, M1 7FD
Flat 721, 2 Nobel Way, Manchester, M1 7FB
Flat 1120, 6 Nobel Way, Manchester, M1 7FH
Flat 1113, 6 Nobel Way, Manchester, M1 7FH
Flat 1110, 6 Nobel Way, Manchester, M1 7FH
Flat 1108, 6 Nobel Way, Manchester, M1 7FH
Flat 1104, 6 Nobel Way, Manchester, M1 7FH
Flat 1011, 6 Nobel Way, Manchester, M1 7FH
Flat 926, 6 Nobel Way, Manchester, M1 7FG

Flat 920, 6 Nobel Way, Manchester, M1 7FG
Flat 918, 6 Nobel Way, Manchester, M1 7FG
Flat 909, 6 Nobel Way, Manchester, M1 7FG
Flat 905, 6 Nobel Way, Manchester, M1 7FG
Apartment 23, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 62, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 57, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 54, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 4, 117 Oxford Road, Manchester, M1 7DU
Flat 1, Scruffy Murphys, 126 Grosvenor Street, Manchester, M1 7HL
Flat 811, 6 Nobel Way, Manchester, M1 7FG
Flat 820, 6 Nobel Way, Manchester, M1 7FG
Flat 818, 6 Nobel Way, Manchester, M1 7FG
Flat 813, 6 Nobel Way, Manchester, M1 7FG
Flat 808, 6 Nobel Way, Manchester, M1 7FG
Flat 804, 6 Nobel Way, Manchester, M1 7FG
Flat 713, 6 Nobel Way, Manchester, M1 7FG
Flat 707, 6 Nobel Way, Manchester, M1 7FG
Flat 703, 6 Nobel Way, Manchester, M1 7FG
Flat 702, 6 Nobel Way, Manchester, M1 7FG
Flat 628, 6 Nobel Way, Manchester, M1 7FF
Flat 621, 6 Nobel Way, Manchester, M1 7FF
Flat 619, 6 Nobel Way, Manchester, M1 7FF
Flat 525, 6 Nobel Way, Manchester, M1 7FF
Flat 521, 6 Nobel Way, Manchester, M1 7FF
Flat 520, 6 Nobel Way, Manchester, M1 7FF
Room D Flat 1105, 6 Nobel Way, Manchester, M1 7FH
Room C Flat 905, 6 Nobel Way, Manchester, M1 7FG
Room E Flat 718, 6 Nobel Way, Manchester, M1 7FG
Room C Flat 718, 6 Nobel Way, Manchester, M1 7FG
Room E Flat 505, 6 Nobel Way, Manchester, M1 7FF
Room D Flat 505, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 405, 6 Nobel Way, Manchester, M1 7FF
Room A Flat 405, 6 Nobel Way, Manchester, M1 7FF
Room B Flat 305, 6 Nobel Way, Manchester, M1 7FE
Room E Flat 205, 6 Nobel Way, Manchester, M1 7FE
Room D Flat 205, 6 Nobel Way, Manchester, M1 7FE
Room A Flat 118, 6 Nobel Way, Manchester, M1 7FE
Flat 1605, 6 Nobel Way, Manchester, M1 7FP
Flat 1604, 6 Nobel Way, Manchester, M1 7FP
Flat 1510, 6 Nobel Way, Manchester, M1 7FP
Flat 1501, 6 Nobel Way, Manchester, M1 7FP
Flat 1312, 6 Nobel Way, Manchester, M1 7FP
Flat 1411, 6 Nobel Way, Manchester, M1 7FP
Flat 1410, 6 Nobel Way, Manchester, M1 7FP
Flat 1407, 6 Nobel Way, Manchester, M1 7FP
Flat 1218, 6 Nobel Way, Manchester, M1 7FH
Flat 1213, 6 Nobel Way, Manchester, M1 7FH
Flat 1208, 6 Nobel Way, Manchester, M1 7FH
Flat 1203, 6 Nobel Way, Manchester, M1 7FH
Flat 703, 2 Nobel Way, Manchester, M1 7FB
Flat 701, 2 Nobel Way, Manchester, M1 7FB
Flat 622, 2 Nobel Way, Manchester, M1 7FB
Flat 602, 2 Nobel Way, Manchester, M1 7FB

Flat 601, 2 Nobel Way, Manchester, M1 7FB
Flat 518, 2 Nobel Way, Manchester, M1 7FB
Flat 402, 2 Nobel Way, Manchester, M1 7FA
Flat 401, 2 Nobel Way, Manchester, M1 7FA
Flat 319, 2 Nobel Way, Manchester, M1 7FA
Flat 311, 2 Nobel Way, Manchester, M1 7FA
Flat 307, 2 Nobel Way, Manchester, M1 7FA
Flat 221, 2 Nobel Way, Manchester, M1 7FA
Flat 219, 2 Nobel Way, Manchester, M1 7FA
Flat 204, 2 Nobel Way, Manchester, M1 7FA
Flat 202, 2 Nobel Way, Manchester, M1 7FA
Flat 122, 2 Nobel Way, Manchester, M1 7FA
Flat 121, 2 Nobel Way, Manchester, M1 7FA
Apartment 13, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 14, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 19, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 26, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 3, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 36, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 44, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 5, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 13, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 10, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 9, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 7, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 6, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 55, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 18, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 14, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 8, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 3, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 53, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 62, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 40, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 31, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 30, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 2, 117 Oxford Road, Manchester, M1 7DU
Flat 1404, 7 Nobel Way, Manchester, M1 7FY
Flat 1418, 7 Nobel Way, Manchester, M1 7FY
Flat 1412, 7 Nobel Way, Manchester, M1 7FY
Flat 1405, 7 Nobel Way, Manchester, M1 7FY
Flat 1319, 7 Nobel Way, Manchester, M1 7FY
Flat 1318, 7 Nobel Way, Manchester, M1 7FY
Flat 1310, 7 Nobel Way, Manchester, M1 7FY
Flat 1114, 7 Nobel Way, Manchester, M1 7FY
Flat 1017, 7 Nobel Way, Manchester, M1 7FX
Flat 1014, 7 Nobel Way, Manchester, M1 7FX
Flat 917, 7 Nobel Way, Manchester, M1 7FX
Flat 915, 7 Nobel Way, Manchester, M1 7FX
Flat 905, 7 Nobel Way, Manchester, M1 7FX
Flat 814, 7 Nobel Way, Manchester, M1 7FX
Flat 812, 7 Nobel Way, Manchester, M1 7FX
Flat 801, 7 Nobel Way, Manchester, M1 7FX
Flat 709, 7 Nobel Way, Manchester, M1 7FX

Flat 708, 7 Nobel Way, Manchester, M1 7FX
Flat 704, 7 Nobel Way, Manchester, M1 7FX
Flat 701, 7 Nobel Way, Manchester, M1 7FX
Flat 516, 7 Nobel Way, Manchester, M1 7FU
Flat 409, 7 Nobel Way, Manchester, M1 7FU
Flat 405, 7 Nobel Way, Manchester, M1 7FU
Flat 404, 7 Nobel Way, Manchester, M1 7FU
Flat 316, 7 Nobel Way, Manchester, M1 7FU
Flat 315, 7 Nobel Way, Manchester, M1 7FU
Flat 308, 7 Nobel Way, Manchester, M1 7FU
Flat 211, 7 Nobel Way, Manchester, M1 7FU
Flat 206, 7 Nobel Way, Manchester, M1 7FU
Flat 204, 7 Nobel Way, Manchester, M1 7FU
Flat 202, 7 Nobel Way, Manchester, M1 7FU
Flat 111, 7 Nobel Way, Manchester, M1 7FU
Unit 17, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room C Flat 1605, 6 Nobel Way, Manchester, M1 7FP
Room B Flat 1605, 6 Nobel Way, Manchester, M1 7FP
Room E Flat 1305, 6 Nobel Way, Manchester, M1 7FP
Room B Flat 1205, 6 Nobel Way, Manchester, M1 7FH
Room C Flat 1118, 6 Nobel Way, Manchester, M1 7FH
Flat 514, 6 Nobel Way, Manchester, M1 7FF
Flat 428, 6 Nobel Way, Manchester, M1 7FF
Flat 427, 6 Nobel Way, Manchester, M1 7FF
Flat 425, 6 Nobel Way, Manchester, M1 7FF
Flat 403, 6 Nobel Way, Manchester, M1 7FF
Flat 325, 6 Nobel Way, Manchester, M1 7FE
Flat 322, 6 Nobel Way, Manchester, M1 7FE
Flat 318, 6 Nobel Way, Manchester, M1 7FE
Flat 308, 6 Nobel Way, Manchester, M1 7FE
Flat 305, 6 Nobel Way, Manchester, M1 7FE
Flat 303, 6 Nobel Way, Manchester, M1 7FE
Flat 224, 6 Nobel Way, Manchester, M1 7FE
Flat 217, 6 Nobel Way, Manchester, M1 7FE
Flat 208, 6 Nobel Way, Manchester, M1 7FE
Flat 204, 6 Nobel Way, Manchester, M1 7FE
Flat 203, 6 Nobel Way, Manchester, M1 7FE
Flat 120, 6 Nobel Way, Manchester, M1 7FE
Flat 115, 6 Nobel Way, Manchester, M1 7FE
Flat 102, 6 Nobel Way, Manchester, M1 7FE
Flat 101, 6 Nobel Way, Manchester, M1 7FE
Flat 920, 2 Nobel Way, Manchester, M1 7FD
Flat 1022, 2 Nobel Way, Manchester, M1 7FD
Flat 1017, 2 Nobel Way, Manchester, M1 7FD
Flat 1008, 2 Nobel Way, Manchester, M1 7FD
Flat 915, 2 Nobel Way, Manchester, M1 7FD
Flat 906, 2 Nobel Way, Manchester, M1 7FD
Flat 806, 2 Nobel Way, Manchester, M1 7FD
Flat 804, 2 Nobel Way, Manchester, M1 7FD
Flat 712, 2 Nobel Way, Manchester, M1 7FB
Flat 710, 2 Nobel Way, Manchester, M1 7FB
Flat 709, 2 Nobel Way, Manchester, M1 7FB
Flat 1116, 6 Nobel Way, Manchester, M1 7FH
Flat 1114, 6 Nobel Way, Manchester, M1 7FH

Flat 1112, 6 Nobel Way, Manchester, M1 7FH
Flat 1107, 6 Nobel Way, Manchester, M1 7FH
Flat 1016, 6 Nobel Way, Manchester, M1 7FH
Flat 1003, 6 Nobel Way, Manchester, M1 7FH
Flat 927, 6 Nobel Way, Manchester, M1 7FG
Flat 912, 6 Nobel Way, Manchester, M1 7FG
Flat 906, 6 Nobel Way, Manchester, M1 7FG
Flat 828, 6 Nobel Way, Manchester, M1 7FG
Flat 823, 6 Nobel Way, Manchester, M1 7FG
Flat 819, 6 Nobel Way, Manchester, M1 7FG
Flat 814, 6 Nobel Way, Manchester, M1 7FG
Flat 810, 6 Nobel Way, Manchester, M1 7FG
Flat 714, 6 Nobel Way, Manchester, M1 7FG
Flat 616, 6 Nobel Way, Manchester, M1 7FF
Flat 603, 6 Nobel Way, Manchester, M1 7FF
Flat 517, 6 Nobel Way, Manchester, M1 7FF
Room E Flat 1105, 6 Nobel Way, Manchester, M1 7FH
Room D Flat 1018, 6 Nobel Way, Manchester, M1 7FH
Room B Flat 1018, 6 Nobel Way, Manchester, M1 7FH
Room D Flat 1005, 6 Nobel Way, Manchester, M1 7FH
Room E Flat 918, 6 Nobel Way, Manchester, M1 7FG
Room E Flat 818, 6 Nobel Way, Manchester, M1 7FG
Room B Flat 805, 6 Nobel Way, Manchester, M1 7FG
Room A Flat 805, 6 Nobel Way, Manchester, M1 7FG
Room C Flat 605, 6 Nobel Way, Manchester, M1 7FF
Room A Flat 318, 6 Nobel Way, Manchester, M1 7FE
Room D Flat 305, 6 Nobel Way, Manchester, M1 7FE
Room D Flat 218, 6 Nobel Way, Manchester, M1 7FE
Room D Flat 118, 6 Nobel Way, Manchester, M1 7FE
Room B Flat 105, 6 Nobel Way, Manchester, M1 7FE
Flat 1611, 6 Nobel Way, Manchester, M1 7FP
Flat 1610, 6 Nobel Way, Manchester, M1 7FP
Flat 1609, 6 Nobel Way, Manchester, M1 7FP
Flat 1506, 6 Nobel Way, Manchester, M1 7FP
Flat 1409, 6 Nobel Way, Manchester, M1 7FP
Flat 1308, 6 Nobel Way, Manchester, M1 7FP
Flat 1307, 6 Nobel Way, Manchester, M1 7FP
Flat 1302, 6 Nobel Way, Manchester, M1 7FP
Flat 1228, 6 Nobel Way, Manchester, M1 7FH
Flat 1220, 6 Nobel Way, Manchester, M1 7FH
Flat 1219, 6 Nobel Way, Manchester, M1 7FH
Flat 702, 2 Nobel Way, Manchester, M1 7FB
Flat 620, 2 Nobel Way, Manchester, M1 7FB
Flat 1311, 6 Nobel Way, Manchester, M1 7FP
Flat 1606, 6 Nobel Way, Manchester, M1 7FP
Flat 1601, 6 Nobel Way, Manchester, M1 7FP
Flat 1406, 6 Nobel Way, Manchester, M1 7FP
Flat 1225, 6 Nobel Way, Manchester, M1 7FH
Flat 1210, 6 Nobel Way, Manchester, M1 7FH
Flat 1127, 6 Nobel Way, Manchester, M1 7FH
Flat 1125, 6 Nobel Way, Manchester, M1 7FH
Flat 705, 2 Nobel Way, Manchester, M1 7FB
Flat 609, 2 Nobel Way, Manchester, M1 7FB
Flat 605, 2 Nobel Way, Manchester, M1 7FB

Flat 513, 2 Nobel Way, Manchester, M1 7FB
Flat 406, 2 Nobel Way, Manchester, M1 7FA
Flat 405, 2 Nobel Way, Manchester, M1 7FA
Flat 309, 2 Nobel Way, Manchester, M1 7FA
Flat 308, 2 Nobel Way, Manchester, M1 7FA
Flat 114, 2 Nobel Way, Manchester, M1 7FA
Flat 111, 2 Nobel Way, Manchester, M1 7FA
Flat 101, 2 Nobel Way, Manchester, M1 7FA
Ground Floor, 94 - 96 Grosvenor Street, Manchester, M1 7HL
Apartment 16, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 22, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 25, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 33, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 48, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 36, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 34, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 3, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 28, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 22, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 5, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 21, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Apartment 18, The Eighth Day, 113 Oxford Road, Manchester, M1 7DU
Flat 61, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 60, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 23, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 59, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 17, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 15, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 11, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 5, 117 Oxford Road, Manchester, M1 7DU
Flat 1, 117 Oxford Road, Manchester, M1 7DU
Flat 2, Scruffy Murphys, 126 Grosvenor Street, Manchester, M1 7HL
Flat 1219, 7 Nobel Way, Manchester, M1 7FY
Flat 1207, 7 Nobel Way, Manchester, M1 7FY
Flat 1204, 7 Nobel Way, Manchester, M1 7FY
Flat 1203, 7 Nobel Way, Manchester, M1 7FY
Flat 1201, 7 Nobel Way, Manchester, M1 7FY
Flat 1111, 7 Nobel Way, Manchester, M1 7FY
Flat 1105, 7 Nobel Way, Manchester, M1 7FY
Flat 1016, 7 Nobel Way, Manchester, M1 7FX
Flat 1008, 7 Nobel Way, Manchester, M1 7FX
Flat 1004, 7 Nobel Way, Manchester, M1 7FX
Flat 1003, 7 Nobel Way, Manchester, M1 7FX
Flat 802, 7 Nobel Way, Manchester, M1 7FX
Flat 919, 7 Nobel Way, Manchester, M1 7FX
Flat 816, 7 Nobel Way, Manchester, M1 7FX
Flat 815, 7 Nobel Way, Manchester, M1 7FX
Flat 712, 7 Nobel Way, Manchester, M1 7FX
Flat 702, 7 Nobel Way, Manchester, M1 7FX
Flat 612, 7 Nobel Way, Manchester, M1 7FX
Flat 610, 7 Nobel Way, Manchester, M1 7FX
Flat 601, 7 Nobel Way, Manchester, M1 7FX
Flat 2, 98 Grosvenor Street, Manchester, M1 7HL
Flat 1, 98 Grosvenor Street, Manchester, M1 7HL

2 Brook Street, Manchester, M1 7BJ
Second Floor, 94 - 96 Grosvenor Street, Manchester, M1 7HL
Ground Floor, 98 Grosvenor Street, Manchester, M1 7HL
Flat 67, Princess House, 144 Princess Street, Manchester, M1 7EP
Mandela Buildings, 99 Oxford Road, Manchester, M1 7EL
Unit 9, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Unit 7, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Apartment 1, Montana House, 136 Princess Street, Manchester, M1 7AF
Unit 27, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room A Flat 105, 6 Nobel Way, Manchester, M1 7FE
Flat 508, 7 Nobel Way, Manchester, M1 7FU
Flat 509, 7 Nobel Way, Manchester, M1 7FU
Flat 501, 7 Nobel Way, Manchester, M1 7FU
Flat 506, 7 Nobel Way, Manchester, M1 7FU
Flat 504, 7 Nobel Way, Manchester, M1 7FU
Flat 502, 7 Nobel Way, Manchester, M1 7FU
Flat 511, 7 Nobel Way, Manchester, M1 7FU
Flat 510, 7 Nobel Way, Manchester, M1 7FU
Flat 507, 7 Nobel Way, Manchester, M1 7FU
Flat 505, 7 Nobel Way, Manchester, M1 7FU
Flat 503, 7 Nobel Way, Manchester, M1 7FU
Flat 419, 7 Nobel Way, Manchester, M1 7FU
Flat 414, 7 Nobel Way, Manchester, M1 7FU
Flat 415, 7 Nobel Way, Manchester, M1 7FU
Flat 413, 7 Nobel Way, Manchester, M1 7FU
Flat 417, 7 Nobel Way, Manchester, M1 7FU
Unit 14, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Unit 13, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Unit 12, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Unit 11, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Apartment 48, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 49, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 1210, 7 Nobel Way, Manchester, M1 7FY
Flat 1208, 7 Nobel Way, Manchester, M1 7FY
Flat 1206, 7 Nobel Way, Manchester, M1 7FY
Flat 1209, 7 Nobel Way, Manchester, M1 7FY
Flat 1211, 7 Nobel Way, Manchester, M1 7FY
Flat 1205, 7 Nobel Way, Manchester, M1 7FY
Flat 109, 2 Nobel Way, Manchester, M1 7FA
Flat 106, 2 Nobel Way, Manchester, M1 7FA
Flat 107, 2 Nobel Way, Manchester, M1 7FA
Flat 102, 2 Nobel Way, Manchester, M1 7FA
Flat 108, 2 Nobel Way, Manchester, M1 7FA
Flat 105, 2 Nobel Way, Manchester, M1 7FA
Flat 103, 2 Nobel Way, Manchester, M1 7FA
Flat 517, 2 Nobel Way, Manchester, M1 7FB
Flat 615, 2 Nobel Way, Manchester, M1 7FB
Flat 612, 2 Nobel Way, Manchester, M1 7FB
Flat 611, 2 Nobel Way, Manchester, M1 7FB
Flat 515, 2 Nobel Way, Manchester, M1 7FB
Flat 505, 2 Nobel Way, Manchester, M1 7FB
Flat 422, 2 Nobel Way, Manchester, M1 7FA
Flat 410, 2 Nobel Way, Manchester, M1 7FA
Flat 407, 2 Nobel Way, Manchester, M1 7FA

Flat 318, 2 Nobel Way, Manchester, M1 7FA
Flat 317, 2 Nobel Way, Manchester, M1 7FA
Flat 316, 2 Nobel Way, Manchester, M1 7FA
Flat 312, 2 Nobel Way, Manchester, M1 7FA
Flat 306, 2 Nobel Way, Manchester, M1 7FA
Flat 301, 2 Nobel Way, Manchester, M1 7FA
Flat 215, 2 Nobel Way, Manchester, M1 7FA
Flat 212, 2 Nobel Way, Manchester, M1 7FA
Flat 209, 2 Nobel Way, Manchester, M1 7FA
Apartment 17, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 27, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 32, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 37, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 38, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 56, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 51, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 41, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 32, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 12, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 10, Montana House, 136 Princess Street, Manchester, M1 7AF
Cafe, 107 Oxford Road, Manchester, M1 7DU
Flat 110, 2 Nobel Way, Manchester, M1 7FA
Flat 104, 2 Nobel Way, Manchester, M1 7FA
Laine Johnson Theatre Workshop, 15 Pritchard Street, Manchester, M1 7DA
Sugden Sports Centre, 114 Grosvenor Street, Manchester, M1 7HL
Flat 513, 7 Nobel Way, Manchester, M1 7FU
Flat 407, 7 Nobel Way, Manchester, M1 7FU
Flat 313, 7 Nobel Way, Manchester, M1 7FU
Flat 312, 7 Nobel Way, Manchester, M1 7FU
Flat 115, 7 Nobel Way, Manchester, M1 7FU
Flat 113, 7 Nobel Way, Manchester, M1 7FU
Flat 106, 7 Nobel Way, Manchester, M1 7FU
Flat 102, 7 Nobel Way, Manchester, M1 7FU
Unit 20, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room D Flat 1605, 6 Nobel Way, Manchester, M1 7FP
Room A Flat 1405, 6 Nobel Way, Manchester, M1 7FP
Room D Flat 1205, 6 Nobel Way, Manchester, M1 7FH
Room C Flat 1205, 6 Nobel Way, Manchester, M1 7FH
Flat 515, 6 Nobel Way, Manchester, M1 7FF
Flat 511, 6 Nobel Way, Manchester, M1 7FF
Flat 508, 6 Nobel Way, Manchester, M1 7FF
Flat 505, 6 Nobel Way, Manchester, M1 7FF
Flat 502, 6 Nobel Way, Manchester, M1 7FF
Flat 420, 6 Nobel Way, Manchester, M1 7FF
Flat 405, 6 Nobel Way, Manchester, M1 7FF
Flat 402, 6 Nobel Way, Manchester, M1 7FF
Flat 401, 6 Nobel Way, Manchester, M1 7FF
Flat 315, 6 Nobel Way, Manchester, M1 7FE
Flat 314, 6 Nobel Way, Manchester, M1 7FE
Flat 312, 6 Nobel Way, Manchester, M1 7FE
Flat 301, 6 Nobel Way, Manchester, M1 7FE
Flat 223, 6 Nobel Way, Manchester, M1 7FE
Flat 215, 6 Nobel Way, Manchester, M1 7FE
Flat 212, 6 Nobel Way, Manchester, M1 7FE

Flat 207, 6 Nobel Way, Manchester, M1 7FE
Flat 202, 6 Nobel Way, Manchester, M1 7FE
Flat 201, 6 Nobel Way, Manchester, M1 7FE
Flat 125, 6 Nobel Way, Manchester, M1 7FE
Flat 123, 6 Nobel Way, Manchester, M1 7FE
Flat 111, 6 Nobel Way, Manchester, M1 7FE
Flat 108, 6 Nobel Way, Manchester, M1 7FE
Flat 1005, 2 Nobel Way, Manchester, M1 7FD
Flat 916, 2 Nobel Way, Manchester, M1 7FD
Flat 912, 2 Nobel Way, Manchester, M1 7FD
Flat 903, 2 Nobel Way, Manchester, M1 7FD
Flat 901, 2 Nobel Way, Manchester, M1 7FD
Flat 821, 2 Nobel Way, Manchester, M1 7FD
Flat 816, 2 Nobel Way, Manchester, M1 7FD
Flat 814, 2 Nobel Way, Manchester, M1 7FD
Flat 715, 2 Nobel Way, Manchester, M1 7FB
Flat 1102, 6 Nobel Way, Manchester, M1 7FH
Flat 1024, 6 Nobel Way, Manchester, M1 7FH
Flat 1022, 6 Nobel Way, Manchester, M1 7FH
Flat 1006, 6 Nobel Way, Manchester, M1 7FH
Flat 928, 6 Nobel Way, Manchester, M1 7FG
Flat 908, 6 Nobel Way, Manchester, M1 7FG
Flat 826, 6 Nobel Way, Manchester, M1 7FG
Flat 822, 6 Nobel Way, Manchester, M1 7FG
Apartment 56, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 58, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 55, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 8, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 52, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 50, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 35, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 10, 117 Oxford Road, Manchester, M1 7DU
Flat 7, 117 Oxford Road, Manchester, M1 7DU
Flat 1407, 7 Nobel Way, Manchester, M1 7FY
Flat 1402, 7 Nobel Way, Manchester, M1 7FY
Flat 1313, 7 Nobel Way, Manchester, M1 7FY
Flat 1311, 7 Nobel Way, Manchester, M1 7FY
Flat 1308, 7 Nobel Way, Manchester, M1 7FY
Flat 1307, 7 Nobel Way, Manchester, M1 7FY
Flat 1419, 7 Nobel Way, Manchester, M1 7FY
Flat 1117, 7 Nobel Way, Manchester, M1 7FY
Flat 1110, 7 Nobel Way, Manchester, M1 7FY
Flat 1108, 7 Nobel Way, Manchester, M1 7FY
Flat 1019, 7 Nobel Way, Manchester, M1 7FX
Flat 1011, 7 Nobel Way, Manchester, M1 7FX
Flat 1005, 7 Nobel Way, Manchester, M1 7FX
Flat 1002, 7 Nobel Way, Manchester, M1 7FX
Flat 913, 7 Nobel Way, Manchester, M1 7FX
Flat 912, 7 Nobel Way, Manchester, M1 7FX
Flat 909, 7 Nobel Way, Manchester, M1 7FX
Flat 906, 7 Nobel Way, Manchester, M1 7FX
Flat 807, 7 Nobel Way, Manchester, M1 7FX
Flat 717, 7 Nobel Way, Manchester, M1 7FX
Flat 711, 7 Nobel Way, Manchester, M1 7FX

Flat 605, 7 Nobel Way, Manchester, M1 7FX
Flat 602, 7 Nobel Way, Manchester, M1 7FX
Flat 519, 7 Nobel Way, Manchester, M1 7FU
Flat 412, 7 Nobel Way, Manchester, M1 7FU
Flat 314, 7 Nobel Way, Manchester, M1 7FU
Flat 214, 7 Nobel Way, Manchester, M1 7FU
Flat 213, 7 Nobel Way, Manchester, M1 7FU
Flat 201, 7 Nobel Way, Manchester, M1 7FU
Flat 118, 7 Nobel Way, Manchester, M1 7FU
Flat 110, 7 Nobel Way, Manchester, M1 7FU
Unit 19, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Unit 16, Hatch Court, 103 Oxford Road, Manchester, M1 7ED
Room B Flat 1405, 6 Nobel Way, Manchester, M1 7FP
Room C Flat 1305, 6 Nobel Way, Manchester, M1 7FP
Room E Flat 1218, 6 Nobel Way, Manchester, M1 7FH
Room B Flat 1118, 6 Nobel Way, Manchester, M1 7FH
Flat 510, 6 Nobel Way, Manchester, M1 7FF
Flat 417, 6 Nobel Way, Manchester, M1 7FF
Flat 404, 6 Nobel Way, Manchester, M1 7FF
Flat 320, 6 Nobel Way, Manchester, M1 7FE
Flat 228, 6 Nobel Way, Manchester, M1 7FE
Flat 222, 6 Nobel Way, Manchester, M1 7FE
Flat 220, 6 Nobel Way, Manchester, M1 7FE
Flat 216, 6 Nobel Way, Manchester, M1 7FE
Flat 214, 6 Nobel Way, Manchester, M1 7FE
Flat 211, 6 Nobel Way, Manchester, M1 7FE

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) -
Area Team Boundary - Name: CENTRAL