

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134287/FO/2022

Date registered valid: 11 July 2022

Proposal: Demolition of existing building and erection of a 19 storey (ground including mezzanine, plus 18) building above basement level to form a mixed use office development with ancillary office amenity including gym for use by office occupiers, (Use Class E(g(i)) flexible commercial floorspace at ground floor and mezzanine (Use Class E (a), (b), (c) and/ or drinking establishment Sui Generis), flexible office floorspace (Use Class E(g(i)) at Levels 1-16, and two floors of wellness centre (Sui Generis) at Levels 17 and 18 including ancillary food and beverage (Use Class E (a), (b), (g(i)) and/ or drinking establishment Sui Generis), cycle parking, landscaping, highways and other associated works.

Address: Alberton House, 30 St Marys Parsonage, Manchester, M3 2WJ

Ward(s): Deansgate Ward

Applicant: Bruntwood RB Ltd C/o Agent

Agent (if any): Mr John Cooper Deloitte LLP The Hanover Building, Corporation Street, Manchester, M4 4AH

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Recommendation: Approve

Date of recommendation: 08.11.2022

Application details

Type of application: Full Application Consent

Development type: Largescale Major Office

Date of site visit: 13 July 2022

Standard consultations:

Printed: 10 August 2022 Expired: 31 August 2022

Neighbour notifications

Printed: 13 July 2022 Expired: 3 August 2022

Site notice

Posted: 13 July 2022 Expired: 12 August 2022

Press advert

Published: 19 July 2022 Expired: 18 August 2022

Departure from Development Plan: No

Environmental Statement: RECV

DESCRIPTION OF SITE

The application relates to a 0.26 hectare Site bounded by Mary's Parsonage to the south, the adjoining Cardinal House to the east, Trinity Bridge and Albert Bridge House to the west, and the River Irwell to the north. The site lies within the part of the City Centre covered by the St Mary's Parsonage SRF which envisages delivery of an area based commercially led mixed use neighbourhood. It lies within the Albert Bridge Zone (Zone 2) characterised by large scale outdated commercial buildings that are bordered by Bridge Street, St Mary's Parsonage and the River Irwell.

The Site currently comprises a part 12 (ground +11), part 4 storey (ground +3) office building, which has a T-shaped footprint with its main entrance set back from the street edge of St Mary's Parsonage. The 12 storey part of the building abuts the River Irwell on its north western edge and back of house servicing access is provided off St Mary's Parsonage along the Site's south western edge. The northern block has a basement level.

Immediately adjacent to the service access route, to the west of the Site is the access to the pedestrian footbridge (Trinity Bridge), which provides a key connection between Salford and Manchester City Centre. The existing footbridge access off St Mary's Parsonage is positioned between the Albert Bridge House car park and the Alberton House service road.

The surrounding area has a mixed urban form. Here late-Victorian warehouses are found alongside early 20th century commercial buildings (Kendals and Arkwright House). These are focused around the central green space known as 'Parsonage Gardens'. To either side of the site are the adjoined Cardinal House (8 storeys) and Albert Bridge House (18 storeys) part of a complex of by mid-to-late 20th century government and office buildings. Cardinal House was constructed as a 'sister' building to Alberton House, comprises 8-storeys and is of a similar architectural form.

The land to the west of the site is characterised which include Albert Bridge House. To the north of the river is The Lowry hotel development and modern high-rise apartment buildings which, signal a changing character of the riverside partially influenced by Salford MBC's New Bailey Masterplan.

To the south is Spinningfields, a commercial district and important financial centre as well as a popular destination for entertainment, culture and shopping, all the product of a successful and major regeneration strategy delivered over the last 20 years.

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

The closest residential properties are at Century Buildings on St Mary's Parsonage and Bridge Apartments on the opposite side of the River in Salford.

The Site is not within a Conservation Area but is located adjacent to the western boundary of the Parsonage Gardens Conservation Area, and the northern boundary of the Deansgate/Peter Street Conservation Area. 3 St Mary's Parsonage, 31-33 King Street West, Arkwright House, National Buildings and the Masonic Temple which are all Grade II Listed lie adjacent to the site.

Within Zone 2 of the SRF, the Site is identified as a re-development opportunity within the SRF with capacity to successfully accommodate taller buildings whilst delivering improved permeability and enhanced public realm.

The Site is close to all forms of public transport with Metrolink stops at Exchange Square and St Peters Square and a train stations at Salford Central and Victoria within 10 minutes walking distance. There are several bus stops near the Site on Bridge Street/ John Dalton Street and Deansgate The majority of the Site, is located in Flood Zone 1 and this portion of the Site is therefore of a low risk of flooding. The north western boundary of the Site is located within Flood Zone 3 as a result of the River Irwell forming this boundary. This part of the Site is within an area with a high probability of flooding.

Within the surrounding area consent has recently been granted (application ref no 129251/FO/2021 and 129252/LO/2021) for internal and external alterations to Kendal Milne building (98-116 Deansgate) as part of proposals for change of use and three storey rooftop extension to form 9 floors of offices and commercial uses at ground, lower ground and basement levels. This site also lies within the St Mary's Parsonage SRF and is the 1st development approved as part of the delivery of its objectives.

DESCRIPTION OF PROPOSALS

Planning permission is sought for the erection of a 19 storey building (with mezzanine) above a basement level. The building would comprise the following:

Basement: Office ancillary and amenity

Ground floor : Flexible commercial (F&B) ((Use Class E (a), (b), (c) and/ or drink establishment Sui Generis – c. 1,470 sqm (GIA) *at ground floor*

Floors mezzanine to 16 : Office (Class E(g(i)) – c. 26,420 sqm (GIA)

17th and 18th floors: Ancillary Wellness Centre (Sui Generis and, Use Class E (a), (b), (g(i)) and/ or drinking establishment Sui Generis)– directly associated with Bruntwood's commercial customers) including swimming pool – c. 1,740 sqm (GIA)

Overall the proposed development would deliver c. 32,260 sqm (GEA) of commercial floorspace.

At basement level there would be a 120 space cycle store which would be accessed via a specialist cycle stair/ramp facility as well as a specialist cycle lift accessed from a ground floor

entrance. There would also be areas of plant, a Gym (for exclusive use of building occupiers) as well as changing facilities at this level.

The ground floor level would include a single unit for a large F&B offering within a double height space, which will be open to both building users and the general public. The bin store and a sub station would also be located on this level.

The Mezzanine Level would open up to the Ground Floor via a double height space to the southern section of the floor plate. This aims to create a strong link between the public F&B of Ground Floor and the co-working office environment planned at this level. There would be a number of amenity spaces created on this floor for the building users as well as a series of meeting rooms.

The 17th floor would provide a set back undercroft with an events space and office amenity lounge with year-round covered access to an external wrap around terrace. This level would also contain plant space (including pool plant / maintenance) and, back of house areas. The events space is intended for use principally by the office occupiers but could also be used for other private events by the building owner. It would not be accessible by the general public.

The 18th Floor would feature a high end leisure/fitness and wellness offering including pool, vitality pool, steam room, sauna, experience showers and juice bar with external balcony.

The primary entrance to the building would be at the junction of Trinity Bridge Footway and St Mary's Parsonage. This would lead to a double height space and feature staircase. A secondary entrance with two revolving doors is also located along the Trinity Bridge walkway (western façade) opening out onto an external terrace area.

805sqm of associated public realm would also be delivered as part of the proposals. This would include seating to allow the public to wait, to rest or meet featuring the following:

- External terrace on the eastern façade at the ground floor level (around the secondary entrance) for cafe spill out with flexible seating elements and a densely planted green edge, accessible via single level;
- Stepped secondary access to the secondary entrance;
- Multi-level terrace style seating plinths, between the terrace and Trinity Bridge footway, encased by dense planting to help active and green the pedestrian route;
- Additional planting added to west of the walkway to further green up the route;
- Widened footway along west side of St Mary's Parsonage whilst retaining two-way traffic movement with the addition of a new street tree helping to frame the view of the buildings primary entrance; and
- 14 short stay Sheffield cycle stands.

Four of the 7 existing trees along the west of the Trinity Bridge walkway route would be retained. The trees to be removed are Category C trees (which are considered to be of low quality and value) and 4 new trees are proposed to replace these 1 x on-street along Old St Mary's Parsonage and 3 x along the reconfigured Trinity Walkway. 1 is to be removed to create a more generous and accessible pedestrian access to the Trinity Walkway and the remaining 3 to create required space in the construction zone and the proposed ground floor spill out terraces.

It is proposed that the footway on St Mary's Parsonage adjacent to the development would be widened whilst retaining 2 way traffic. All footways around the building would be a minimum of 2 metres.

The building would be serviced via a new loading bay created as part of the landscaping proposals.

The building would have a tripartite sub-division with a regular elevational form from the ground to the 16th and a façades treatment addressing all four sides. The main facades would be clad in a mix of Farnham Red Brick , 'Crittall' style curtain walling (Anodised effect PPC), perforated metal panels with a bespoke design (Anodised effect PPC), stone and ceramic terracotta. The rooftop element to floors 17 and 18 would be in a mix of glazed and solid curtain walling (green), green back painted glass and metal fins (PPC).

The development would target a NABERS rating of 5.5, would achieve a minimum of a 24% improvement on Part L 2013 and is targeted for an Excellent Breeam Rating. Supported by the inclusion of 134 cycle spaces (including the 14 short stay within the public realm) and proximity to a range of public transport options it would encourage sustainable transport choices.

Bins would be wheeled direct from the storage area to the refuse lorry parked within the adjacent loading bay on the day of collection and returned immediately after collection by building management

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 final building height of approx.117.5m from ground.

The proposal does not include parking and it is envisaged that nearby car parks would be used. A disabled parking bay would be provided along St Mary's Parsonage. The application is supported by a Framework Travel Plan.

Cardinal House to the west shares a fire escape staircase with Alberton House which will need to be retained as part of any future developments on the site unless legal agreements can be made with the freeholders and leaseholders of Cardinal House.

There is also an existing substation to the south west of the site outside the site boundary which will need to be retained and the loadings assessed by UKPN to determine if any upgrades are required as part of the additional loads from development of Alberton House.

The applicants state that the proposal would deliver significant economic, social and environmental public benefits. These include:

- Being fully integrated and connected into the wider city – connectivity with the surrounding area is a fundamental design principle, with the proposals would directly enhancing the quality and accessibility of adjacent pedestrian and vehicular routes, including improvements to the footway approaching the Trinity Bridge
- Conserving and promoting the area's qualities and characteristics – this part of the SRF is identified for additional height, transitioning away from the Conservation Area towards greatest height in the southwest corner. The proposals would therefore represent a design, height and quantum of development that optimises the site's potential and enables the delivery of a contextually appropriate and high-quality architectural design, as well as enhancements to surrounding public realm

- Retaining and celebrating the area's special qualities and assets – the proposed design is rooted in the site's history, through the articulation of the façade and use of high-quality materials and colour
- Focusing on maintaining and enhancing the quality of the environment – the proposals would improve the adjacent public highway and ensure the proposed public realm improvements are coordinated with neighbouring landowners to ensure a cohesive and high-quality public realm strategy can be delivered.
- Delivering a place where people live, work, relax and socialise – the proposals would deliver a new high quality publicly accessible ground floor, which would include food and beverage provision. The ground floor has been designed to be accessible on two sides, as well as being fully visible, which would deliver much needed active frontage to surrounding streets and improve passive surveillance and animation of streets
- Creating a thriving and sustainable neighbourhood – the proposals are underpinned by ambitious net zero carbon targets and would create new office floorspace for existing and new business to relocate to the area. In turn, this would make a positive contribution to the local economy and vibrancy of the local area;
- Host an eco-system of best-in-class employment – the proposals would deliver genuinely market leading commercial floorspace in the form of Bruntwood Works' flagship 'Pioneer' office design. This would raise the benchmark for office space in the city and would attract the very best office occupiers

This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement; Planning Statement; Green and Blue Infrastructure Statement; Statement of Community Consultation; Heritage Statement; Noise Assessment Report; Wind Desktop Study; Sunlight and Daylight Assessment; Archaeological Report; Arboricultural Survey; Air Quality Assessment; Economic Impact Statement; 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; Topographical Survey; Landscaping Design and Access Statement (including Lighting Strategy); Local Labour Agreement; 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.

One representation have been received which raises concerns in relation to the following:

Height and relationship to SRF; Overlooking of residential properties; Impacts on pedestrian safety from the loading bay; Noise from outside parties and music; Impacts on sunlight and daylight on Parsonage Gardens; and Visual impacts of back of house on the Conservation Area;

Historic England – Have no comments

Highways Services- Have no objections subject to conditions relating to Service Management, a Travel Plan and Construction Management Plan

Environmental Health – (Street Management and Enforcement) - Recommends conditions relating to the acoustic insulation of the premises and any associated plant and equipment, fume extraction, the storage and disposal of refuse, the hours during which deliveries can take place, hours of operation of the ground floor uses, external areas and level 17 roof terrace and the management of construction.

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

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

Flood Risk Management Team – Have 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 now 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 comments received

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

Greater Manchester Archaeological Unit – Notes that potential for below-ground remains of archaeological interest are likely to survive within the application area, especially those deriving from late medieval / early post-medieval activity, an 18th-century warehouse (Rock House) and a 19th-century gas works.

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

Manchester Water Safety Partnership - Request a Water Safety Risk Assessment.

Natural England – Has no objection

Salford MBC – No comments received.

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 11 July 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. 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, 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 enhance 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 the St Mary's Parsonage SRF.

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 regeneration of the St Mary's Parsonage SRF.

Whilst in some views (Arkwright House, National Buildings and 98-116 Deansgate) there would be a minor adverse impact it is considered that overall the development would not have a detrimental impact on the setting of the nearby listed buildings or conservation areas.

The scale and quality would be acceptable and would contribute to place making. It would raise design standards and create a more 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.

Visual and Townscape Impact Studies have identified 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: Sections 189, 194, 195, 197, 199, 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 within the Planning and Tall Buildings Statement demonstrate that the historical and functional significance of adjacent heritage assets would not be undermined, and their significance would be sustained.

Currently the site does not contribute to a high quality 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 conservation areas and that harm needs to be weighed against any public benefits that would be derived from the site's redevelopment.

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 in accordance with the NPPF requirements, the development would 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 on impacts on biodiversity show that with mitigation, the proposal would not create significant adverse impacts from pollution or biodiversity. 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 with a BNG across the site. 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. The contribution of this proposal is discussed in more detail below. There would be no adverse impacts on blue infrastructure. The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures that would minimise waste production during construction and in operation. Coordination through the onsite management team would ensure that waste streams are managed.

4 new trees would be planted to replace those that need to be planted to facilitate the development and the newly created public realm would support improvement in green infrastructure along the River. The proposed new public realm and landscaping seeks to create an attractive and pedestrian friendly environment that is accessible to all, including future occupiers of the building. Improvements to the river edge to include planting of native species to increase biodiversity.

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.

here 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 Parsonage Garden SRF, build on the success of the adjacent Spinningfields 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 by 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.

Parsonage Gardens SRF (2020)- This was formally endorsed by Manchester City Council's Executive Committee in July 2020. The SRF is a material consideration of the planning application.

The SRF seeks to refocus the priorities of the area in order to establish St Mary's Parsonage as a clearly definable and cohesive City Centre neighbourhood, with a distinctive character and sense of place. It promotes an ambition to create a commercially led, mixed-use district, set around high-quality public space.

The St Mary's Parsonage area is capable of delivering a series of significant regeneration benefits, which would be fully integrated and connected into the wider City Centre and would draw activity and support the further expansion of the City Centre's quality activity into the area. This would make the most of its positive adjacencies to other successful and vibrant parts of the City Centre including Spinningfields, the Primary Retail Area, the Central Business District, and support the growth and enhanced productivity of the City.

The St Mary's Parsonage SRF proposes that Parsonage Gardens will build upon its existing asset base, and its positive adjacencies to other parts of the City Centre, to successfully host an ecosystem of best-in-class employment – from global businesses to start ups - and other high-quality uses including residential, hotel, retail and leisure.

A key principle of the SRF is the retention and celebration of the area's special qualities and assets, including its heritage assets, public spaces and green and blue infrastructure. The SRF sets out a clear vision for the future enhancement and regeneration of this part of the city centre,

through the identification of opportunity sites that will catalyse further investment and drive positive change. The proposals are a critical component of this strategy.

The proposed development sits within the Albert Bridge House Zone within the south west of the SRF. This area is considered to have the capacity to successfully accommodate taller buildings, whilst delivering improved permeability and enhanced public realm. This part of the SRF area relates to Bridge Street, River Irwell and St Mary's Parsonage, including the existing surface car park, Albert Bridge House and Alberton House.

The St Mary's Parsonage SRF also sets out a number of guiding development principles, notably, stating the following in relation to the Site:

- Height: Alberton House is in a transitional location between Albert Bridge House and Century Building, presenting an opportunity for a more substantial increase in height in this location.
- Permeability: Identifies importance of Trinity footbridge approach and expectation for landowners to collaborate to deliver improved access.
- Heritage: Consideration of surrounding heritage assets, including listed buildings and setting of Conservation Area.
- Servicing: Off-street servicing expected to be continued as part of future proposals
- Active frontage: Seek to maximise active frontage and minimise any servicing impacts on pedestrians and heritage assets. Better engage with St Mary's Parsonage and seek to include publicly accessible ancillary uses.

For reasons set out below the proposed development would be consistent with the height, density and development principles set out above and as such the proposed development has a critical part to play in delivering the Strategic Regeneration Framework.

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 the 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 describes the partnerships in place to deliver those priorities. The site sits within the Area designated as the Retail Core at a key location on St Mary's Parsonage and there are several heritage assets that would be impacted by the proposal. As detailed above the St. Marys Parsonage Strategic Regeneration Framework (SRF) area, of which the site forms part of, seeks to refocus the priorities of the area in order to establish St Mary's Parsonage as a clearly definable and cohesive City Centre neighbourhood, with a distinctive character and sense of place. MCC have recognised that regeneration opportunities of parts of the Retail Core beyond a traditional retail focus are available on the fringes of this neighbourhood.

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

Parsonage Gardens Conservation Area

The Parsonage Gardens Conservation Area is bounded by Blackfriars Street, Deansgate (a common boundary with the St Ann's Square Conservation Area), Bridge Street (a common boundary with the Deansgate/Peter Street Conservation Area) and St Mary's Parsonage. The River Irwell forms the western boundary of the area along the line of the administrative border of the City of Salford.

It contains several Grade II listed buildings, including Blackfriars Bridge, but also contains a number of more recent buildings such as Alexandra House and Century Buildings (modern element). At the centre of the Conservation Area is Parsonage Gardens which is bordered by large and impressive buildings. Most are in orange-red brick or terracotta, although one modern-style steel and glass structure merges well into its surroundings. The square of Parsonage Gardens itself is surrounded by a rich mixture of buildings of various ages and styles which are relatively harmonious in their relationships with one another.

The Grade II listed Arkwright House, designed by the same architect as Blackfriars House, and similarly dressed in Portland Stone, is a significant 7 storey office block in the conservation area.

Parsonage Gardens Conservation Area embraces a length of river frontage to the Irwell and this also includes part of the Grade II listed bridge on Blackfriars Street, half of which is in Salford. This heavy stone bridge was built around 1820 to replace a light timber footbridge of 1761. One of the three semi-circular arches is partly embedded in the river bank on the Manchester side. Despite this parallel stretch to the River Irwell, the buildings do not provide much scope for the development of a riverside walk.

The architectural emphasis of corners is a characteristic of Manchester buildings which contributes to the urban design character of the city centre. It is evident in the Parsonage Gardens area and its use in new developments will therefore be encouraged.

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:

- Heritage
- Townscape and Visual Impact
- Ground Conditions
- Climate Change

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.26 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.

ISSUES

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

There has been a significant amount of regeneration in this part of the City Centre over the past 25 years as a result of private and public sector investment. In the areas surrounding the St Mary's Parsonage SRF, Area major redevelopment has and continues to take place at Spinningfields, the Civic Quarter and St John's and on a smaller scale at the Ramada, Lincoln Square and St Michael's sites. The 2020 St Mary's Parsonage SRF proposes that Parsonage Gardens will build upon its existing asset base, and its positive adjacencies to other parts of the City Centre, to successfully host an eco-system of best-in-class employment – from global businesses to start ups - and other high-quality uses including residential, hotel, retail and leisure.

The proposal is consistent with the SRF. Despite its highly accessible location, Alberton House is not fully occupied. Market intelligence considers that this is due to its dated internal configuration

and inability to compete with newer Grade A commercial office spaces that are being brought forward in the City Centre. The building is in need of major reinvestment, including a wholesale environmental improvement through to the mechanical and engineering services and visual quality and is no longer fit for purpose. The proposal has a critical part to play in delivering the SRF and key to this will be the redevelopment of an outdated, vacant office building; the addition of a critical mass of high-quality city centre uses; and the related investment in public realm and pedestrian routes as part of the public realm and landscaping enhancements which along with recent approval of the Kendals development would significantly transform a key area within the SRF. In seeking to reinvent the Alberton House site and create a new destination in the St Mary's Parsonage area, the development would take advantage of the riverside location with a public square to the south of Alberton House creating a destination space for Trinity Bridge that crosses the River Irwell to Salford.

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 proposals would deliver genuinely market leading commercial floorspace in the form of Bruntwood Works' flagship 'Pioneer' office design. This would raise the benchmark for office space in the city and seeks to attract the very best quality office occupiers.

In addition to high quality and flexible office floorplates, the building would incorporate industry leading sustainability credentials and an extensive amenity offer, creating spaces for work and play within one building. There is continued demand for Grade A office floorspace within Manchester City Centre, and the proposed development has the potential to provide exemplary workspaces within Manchester City Centre.

The site is located in a transitional location within the St Mary's Parsonage area, between Albert Bridge House and Century Building; the SRF identifies an opportunity for a more substantial increase in height in this location, whilst noting that any increase in height will need to respect the landmark status of buildings to the south and mediate height towards the north east of the SRF Area.

As set out above the Site is located within close proximity to a number of regeneration areas and has the opportunity to be a key linkage between these areas to help create a cohesive City. The proposed redevelopment of Alberton House is expected to deliver significant economic benefits including: supporting supporting 800 construction job years during a 121 week construction phase, and a further 260 indirect; delivering a total GVA contribution of circa. £78.5m through the direct, indirect and induced construction effects over the construction period.

The offices would be in a highly sustainable area, with ground floor retail and leisure uses, improving access to jobs. In excess of 1,960 FTEs could be provided once fully occupied generating GVA worth £170.2m per year. Delivery of a range of jobs, including highly-skilled roles, graduate-relevant opportunities, and entry-level roles would be accommodated helping to drive economic growth and productivity in the city and support inclusive growth objectives and providing opportunities for local residents, potentially reducing the average distance travelled to work. There would also be supply chain benefits leading creating more jobs.

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

The agglomeration benefits of the first phases of delivery of the St Mary's Parsonage 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 establish a sense of place for Parsonage Gardens.

Design and CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 19 storey building is appropriate in this location. A key issue for consideration is whether the height proposed is appropriate and this needs to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, the design parameters set out within relevant SRF's and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Principle of proposed height and design

The 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. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes. These parameters have informed the series of SRF's including the St Mary's Parsonage SRF which forms part of the context to the consideration of this application.

The Core Strategy also 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 current site condition undermines the quality and character of the townscape at a main entry point into the City. A lack of street level activity gives a poor impression.

The proposals have been directly informed by the strategic objectives of the SRF. The overarching objective of the St Mary's Parsonage SRF is to refocus the priorities of the area, in order to establish St Mary's Parsonage as a distinct, cohesive City Centre neighbourhood. The proposals set out the desire to generate a strong sense of place, alongside an ambition to create a commercially led, mixed-used district, set around high-quality public spaces.

The current approach to the site from Motor Square demonstrates that there is a significant opportunity for the proposal to create a 'gateway' to the SRF area together with Albert Bridge House. Therefore, this area of the SRF is considered to have the capacity to successfully accommodate taller buildings.

Different scale and massing options and key views have also been assessed comparatively with a view to ensuring that the height transitions effectively from Albert Bridge House to the lower buildings within the Conservation Area. The additional height of the proposals would, as set out in the aspirations of the SRF, mediate between the modern extension of Century Buildings and Albert Bridge House. From a townscape perspective, this will also provide a natural stepdown from the height expected to be proposed on the Albert Bridge House site.

Paragraph 127 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site. The current experience at street level is poor with little activity, which contrasts to high levels of vibrancy on nearby Deansgate and Bridge Street. There is a need to generate more street level activity. The ground floor uses should strengthen the street frontages and provide natural surveillance.

The proposal would improve the area and use the site efficiently and the footprint would create a sense of openness which would enhance its interface with the public realm. The design would create a strong connection to Motor Square and Parsonage Garden, address a lack of active frontage along St Mary's Parsonage and the Trinity Bridge walkway, whilst the south entrance would create enhanced streetscape along St Mary's Parsonage.

The site provides an opportunity to introduce a high quality building which complements the recent approval of the adjacent House of Fraser Office as part of the first phase of the realisation of the aims and objectives of the SRF.

The design of the new build is considered to be bold but contextual. The building footprint would reinstate historic building lines and deliver good urban design principles, whilst seeking to minimise the impacts on adjacent properties. The proposal acknowledges the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner.

The building would have a civic scale and presence that would clearly define its role as a point of orientation in terms of linkages to Salford and from Spinningfields assisting in legibility by creating a point of orientation in some longer distance views.

The building would have a tri-partite subdivision typical of the larger historic buildings within the adjacent Conservation Area. The materials and fenestration would differentiate the ground floor, the middle section and the top. It would provide a sense of enclosure, define the street block and follow the historic back of pavement building line. The curved corner onto Motor Square would relate to the strong corners that are characteristic of many historic Manchester Buildings.

The ground floor level would have deep reveals and a double storey order with large expanses of glazing to provide a strong engagement with the street and increase the active frontage.

Within the middle portion large scale modelling would be expressed through deep reveals with feature pilasters and cornices breaking up the glazing into regular bays referencing the Manchester Warehouse aesthetic.

The form of the top of the building would have a clear step back from the main façade, which embeds the new rooftop feature to the main massing block. This element would be a distinctive addition to the skyline with its distinctive form aiding in terms of legibility and place making giving the building a definite character whilst, reduce the mass and diminish the visual impact from street level.

Brick and terracotta detailing is used on buildings in the adjacent conservation areas. It is considered that the proposed materials would be contextually responsive and complement and enhance the wider townscape in terms of colour and textures.

The materials would deliver a high quality design subject to detailing and quality control mechanisms which can be controlled by a condition. The contemporary approach is appropriate and would deliver the quality required by the SRF and local and national planning policy.

Design Issues, relationship to context and the effect on the Historic Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The key potential heritage impacts are on the significance of designated and non-designated heritage assets, from development in their setting comprising impacts on the setting of the adjacent Parsonage Gardens, St Ann's Square, and Deansgate/Peter Street Conservation Area as well as the Grade II Listed 3 St Mary's Parsonage, 31-33 King Street West, Arkwright House, National Buildings 98-116 Deansgate, Albert Bridge, the Former Hydraulic Power Station, Sawyers Arms,

John Rylands Library, 105-113 Deansgate, 4-14 King Street, the Haywards Building, Blackfriars Bridge, Crown Tavern, the Masonic Temple, Albert Bridge House, 55-69 Bridge Street and Arkwright House.

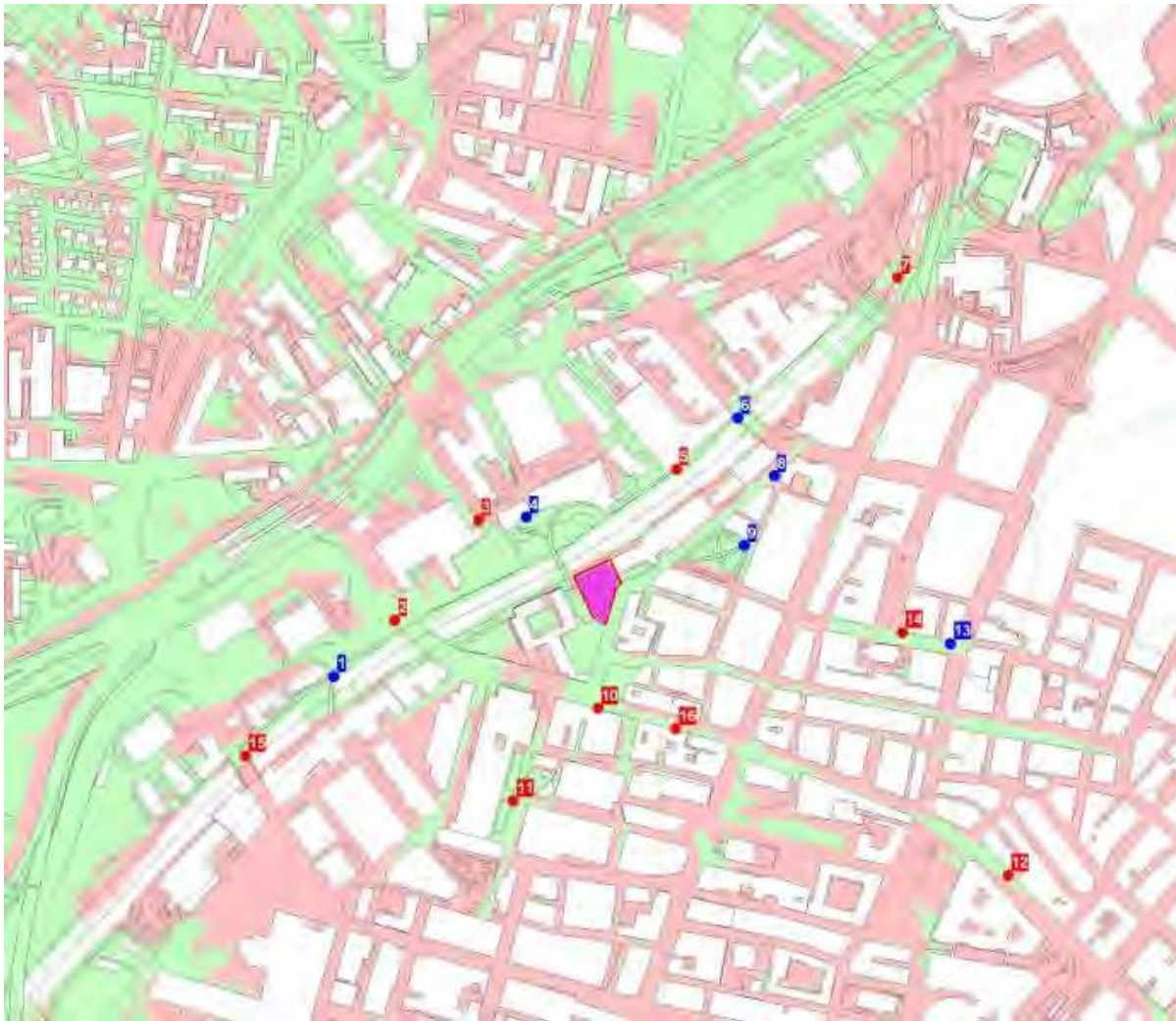
The scale is larger than some of the tighter and lower rise urban grain around Parsonage Gardens and Bridge Street but more in keeping with the scale of the mid-to-late 20th Century developments in the Area identified in the SRF as the Albert Bridge Zone. In particular Albert Bridge House is a substantial development, and a visually prominent building at the gateway between Manchester and Salford. Within the SRF the south west part where the site is located, is considered to have the capacity to successfully accommodate taller buildings, so long as it delivers improved permeability and enhanced public realm.

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

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

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

A Heritage Assessment used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017) has assessed the impacts on the Heritage Assets detailed above. A Townscape and Visual Impact Assessment (TVLA) was undertaken in accordance with the methodology and approach set out in the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA) Third Edition' (2013) – produced by the Landscape Institute (LI) and IEMA and Historic England Advice Note 4: Tall Buildings on 4 March 2022. The visual assessment has analysed the impact on the townscape significance from a baseline of 16 key views. The views also considered the site's wider heritage context and 8 of these views were assessed for potential heritage impact. In terms of the TVLA views 11 and 12 are not discussed below as the proposed building is not visible in those views.



Location of visual impact receptors

The key views which have been scoped in for the Heritage Visual Impact Assessment comprise: Views 1, 6, 7, 8, 9, 10, 13, 14 and 16. The selected views have been scoped in where there is a baseline value to the view, in heritage terms.

The impacts in townscape terms including as relevant in terms of the heritage impact detailed against the existing baseline i.e at the time of writing of the TVLA and Heritage Impact Assessment above are summarised below. 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.

SEE ALBERTON HERITAGE AND TVLA

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 design response. The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme. The sites context is formed from a mix of historic and more contemporary buildings. There is a mix of materials and building styles in the area but the use of brick both in a contemporary and historic context is predominant. It is considered that a contemporary predominantly red brick building with a tripartite would be an appropriate to its context.

The massing has been broken down to give the building a distinct identity with rectilinear pilasters organising the core of the facades into regular bays which would give the building a strong visual presence.

The building would have a strong base with large columns that ground the building with deep inset glazing to create an active frontage to all street facing sides. The regular elevational form at the ground floor would continue with the with the same deep inset glazing to the 16th floor. The same façade treatment addressing all four sides ensuring that there are no blank elevations. The main facades would be clad in a mix of Farnham Red Brick, 'Crittall' style curtain walling (Anodised effect PPC), perforated metal panels with a bespoke design (Anodised effect PPC), with stone and ceramic terracotta accent features. To the top of each window bay the window panels would be filled with a mesh louvre and the bottom panels would be in painted black glass.

Above the 16th floor the rooftop element to floors 17 and 18 would be in a mix of glazed and solid curtain walling (green), green back painted glass and metal fins (PPC). This would be visually separated from the lower elements by its inset form the base of which would be a lighter weight inset glazed element. The curtain walling would be fixed back to the main structure with the metallic powder coated metal fins as an external element connecting through the curtain walling mullions and transoms to the primary structure.

The materials are appropriate and would deliver a high quality design. Their colour and texture would reflect that found within the wider area and townscape. The mix of concrete panels would respond to different lighting conditions to deliver a dynamic façade that would vary in tone throughout the day. The building layout and transparency of the ground floor glazing would maximise daylight and allow views into ground floor areas increasing passive surveillance and improving security whilst animating the street and would improve the streetscape.

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. This requirement is considered to be central to the successful regeneration of the Site in particular in relation to the riverside and these aspirations are embedded within the core principles of the SRF along with the need to improve permeability and physical connections with other parts of the city centre including Spinningfields and Parsonage Gardens, as well as improving the environment between the city centres of Salford and Manchester via the Trinity Bridge walkway. The proposals would therefore support the delivery of a strengthened network between these existing and emerging civic spaces improving the pedestrian, cyclist and city user experience, particularly along St Mary's Parsonage and Trinity Bridge walkway.

The design would create a unique place identity, embracing the Site's potential as a key regeneration site. This would help to develop a better sense of place and raise the standards of the quality of development across the city centre.

The food and beverage floorspace and office entrances would activate the street scene and enabling the creation of an improved relationship with the street by offering spill out external seating on the terrace fronting Trinity Bridge walkway and provide place-making benefits. The public realm and landscaping enhancements will provide opportunities for greater natural surveillance, thereby improving local safety and security. In turn, this would create a more attractive environment for the local community and visitors with spaces to dwell, play and enjoy.

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 team recognises the high profile nature of the proposal and the design is appropriate for this prominent site. The range of technical expertise provided indicates that the design is technically credible. The design team is familiar with the issues associated with high quality development in city centre locations, with a track record and capability to deliver a project of the right quality. The design is considered to be of sufficient quality due to:

- Well considered design detailing and choice of materials;
- High quality materials and construction technology;
- Spacious layouts with good quality natural light, ventilation and acoustics;
- Active ground floor facades, public realm and welcoming entrances and communal spaces; and
- A variety of amenity spaces including ground floor, roof level terraces and the adjacent public realm leading down to the riverside.

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 site has a Greater Manchester Accessibility Level (GMAL) of 8 indicating a very high level of accessibility. The improvement to the public realm would enhance links to sustainable transport choices. Residents would be able to walk to jobs and facilities in the City Centre.

The site has two Car Club pays located on St Mary's Parsonage, approximately 50m walk from the proposed Site.

A Transport Statement outlines the parking approach and reviews local parking opportunities. There are a number of multi-storey car parks close to the site and contract parking space is available at other local car parks. A disabled parking bay would be provided on St Mary's Parsonage. There are also two existing disabled parking bays on Dunlop Street, a circa 70m walk from the proposed Site entrance. Additionally, there are many on-street pay-and-display bays along St Mary's Parsonage in the vicinity of the Site. Blue badge holders can benefit from these as there are also no parking restrictions for blue badge holders.

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 120 space cycle store in the basement and 14 further short term stay spaces within the public realm.

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 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 and the proposal would meet this target by achieving a 24% increase. A BREEAM pre-assessment demonstrates that the proposal can achieve an 'Excellent' rating and the proposal would also achieve a NABERS UK 5 star rating.

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

The scheme also proposes:

- A building envelope significantly better than Building Regulations compliance standards with low U-values, g-values and low air leakage rates;
- Performance principles embedded within the design process. Extensive analysis has been carried out to optimise the facades so that heat losses are minimised whilst the size and position of openings has been optimised to maximise the use of natural light within each space. This has led to an optimised glazing to opaque area ratio;
- Ventilation using multiple Mechanical Ventilation Heat Recovery Units within each floor plate. This system allows office floor space zones to be independently operated and optimised to minimise energy consumption with both time clocks and CO₂ control. The units will provide high levels of heat recovery during the winter which will minimise the heating demand of the development;
- An ambient loop will circulate within the core of the building. This loop will be heated and cooled to a nominal low temperature via high efficiency externally mounted air source heat pumps. There will be water to water heat pumps within the building which will provide low grade heating and cooling to fan coil units located within each floor space;
- Energy efficient services employed in the development include high efficiency LED lighting coupled with occupancy and daylight controls to significantly reduce the lighting energy use;
- Electrical and mechanical systems within the development will be metered and controlled with a full Building Management System (BMS). This will enable energy use to be tracked and opportunities for efficiency improvements to be made; and

- Smart controls would be rolled out across the building to maximise energy efficiencies

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.

Owing to the current buildings age, the energy efficiency of the structure is relatively low. The proposed development would deliver a significant improvement to the overall design, sustainability of the building during its operation. The design development considered options of refurbishment, extension and redevelopment. Whilst working with the existing building structure would minimise the embodied carbon associated with the development there were issues with MEP limitations derived from reduced floor to floor heights and Sub-Optimal floor to floor heights driven by existing slab to slab to be overcome for the refurbish and extend options and structural limitations with the existing building which made extension impractical. These constraints have been balanced against the benefits of the proposed new build in terms of delivering on the wider regeneration objectives of the St Mary's Parsonage SRF. With the improvements to the site and building performance in terms of reducing operational carbon and mitigation to reduce embodied carbon in the design and construction of the proposed development which are detailed below, this approach is considered on balance to be acceptable.

In response to the Greater Manchester Spatial Framework, a Whole Life Carbon Assessment (WLC) has been developed for the proposals. Early Carbon assessments identify the potential for the building achieving 641 kg CO₂/m² GIA (representing 20% improvement over RIBA 2030). However, due to the need for on-going detailed design development and likely changes to the final Carbon savings achievable, the proposals can only commit to targeting 800 kg CO₂/m² GIA as a maximum, which would remain in line with the RIBA 2030 targets.

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

- Building materials, where possible, will be sourced locally to reduce transportation pollution & support the local economy.
- Aspiration that all timber will be purchased from responsible forest sources.

To minimise the carbon intensity of the Proposed Development the following materials have been selected:

- Incorporate cement replacement (GGBS: > 60%) where technically possible
- Screed options have been reviewed to minimise material requirements
- High recycled content steel (90%)
- Optimised structural design
- Efficient façade system that reduces the amount of fixings needed

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

Effect on the Local Environment/ Amenity

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

Daylight, Sunlight and Overshadowing

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

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

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

The neighbouring residential properties at Century Buildings and The Bridge have been identified as receptors in terms of potential daylight impacts. Sunlight Impacts have only been modelled for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south) facing towards the site.

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

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

Windows in the Lowry Hotel overlook the site and the BRE Guidance notes that the guidelines 'may' be applied where occupants have a reasonable expectation of daylight. It is considered that city centre hotel patrons will not typically be occupying the room during the day, rather attending business functions or sight-seeing / shopping depending on the reason for their stay. It is not strictly necessary to consider impacts on the transient / occasional occupants of a hotel room, however as this data is available it is included for information.

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

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests (as set out in the Guidelines) relevant to a development of this nature are VSC (vertical sky component) and NSL (no skyline).

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

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

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

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

Sunlight Impacts

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

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

BRE Targets

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

Daylight Impacts

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

Century Buildings – 227/227 (100%) of windows would meet the BRE VSC Alternative Target and 100/100 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the sunlight losses would be negligible.

The Lowry Hotel – 84/84 (100%) of windows would meet the BRE VSC Alternative Target and 84/84 (100%) of rooms would meet with the BRE NSL Alternative target. Overall, the sunlight losses would be negligible.

The Bridge – 102 /108 (94%) of windows would meet the BRE VSC Alternative Target and 96/96 (100%) of rooms would meet with the BRE NSL Alternative target.

There are six windows on the eleventh floor which will be suffer a minor adverse impact. These windows are set beneath a deep canopy and reveal. This significantly impacts the ability for these windows to receive good daylight, evidenced by very low baseline daylight levels, despite being on the eleventh floor.

Sunlight Impacts

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

Century Buildings – All 227 (100%) of rooms would achieve both the 25% annual and 5% winter APSH Alternative targets. Overall, the sunlight losses would be negligible.

The Lowry Hotel – As the assessment of sunlight is only required to living rooms, and there are no living rooms within the hotel, no APSH sunlight assessment is necessary.

The Bridge – 41/41(100%) of rooms would achieve both the 25% annual and 5% winter APSH Alternative targets. Overall, the sunlight losses would be negligible.

There would be reductions against the baseline site conditions for some residents within The Bridge Apartments. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The above demonstrates a good level of compliance with the BRE APSH target and that the perception of any change would be minimal.

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

- 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.

Overshadowing

An overshadowing assessment of Parsonage Gardens. The BRE Guidelines recommend that at least half (50%) of a garden or amenity area should receive at least 2 hours of sunlight on 21 March or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).

The overshadowing analysis indicates that Parsonage Gardens will receive two hours of direct sun to 38.8% of its area in the baseline scenario, and 34.5% in the proposed scenario. This represents a reduction of 0.89 or 11%. As such, Parsonage Gardens will fully comply with the BRE targets.

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. This has been modelled using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport. The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to the wind.

The sensitive receptors were identified as those using the public realm and outdoor facilities including the terraces at level 17 and 18. This area is considered to be highly sensitivity to strong winds, as these can pose a risk to pedestrian safety. General thoroughfares are of medium sensitivity to pedestrian comfort, as users are not expected to dwell for significant periods in specific regions. Bus stops, building entrances and amenity spaces are of high sensitivity to pedestrian comfort.

The wind assessment concludes the following:

- No potential wind safety or distress risks that have been identified around the Site.
- Wind comfort conditions will be suitable for the intended use.
- This applies to general thoroughfares, bus stops, existing off-site building entrances, proposed on-site building entrances, the existing amenity in Parsonage Gardens and proposed amenity spaces (for both level 17 and level 18 external areas). Planting on the external roof areas would ensure that users are sheltered from any potential effects of wind.

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

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

Air quality

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

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 Mechanical Ventilation Heat Recovery Units and 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.

134 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 hours of operation and a management of the 17th floor terrace would be controlled through conditions.

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

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

The commercial units and access from roof top spaces to the external areas would need to appropriately acoustically insulated to prevent noise outbreak.

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

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

TV and Radio reception

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services from the proposed development. A large proportion of the shadow zone extends over non-residential areas, where the presence of television aerials is less likely. Low level receiving aerials in the proposed development's shadow, within approximately one kilometre, may experience degradation of terrestrial television reception quality. Residences where the aerials extend above the proposed development's shadow, or are at greater distances, are unlikely to experience noticeable impacts in practice.

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

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure -The Site 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 birds' nests were recorded on the building or in the ornamental planting at the front of the building. There is some limited potential for nesting birds to use the street trees on site and trees/shrubs on the riverbank adjacent to the site. As such, it is recommended any tree works are completed outside of the bird nesting season.

No potential for roosting bats was identified at the site and no significant bat foraging areas occur on site. The self-seeded trees and shrubs along the riverbank adjacent to the site provides some limited foraging areas for bats and similar habitat is present further along the riverbank. Habitats on or adjacent to the site are unsuitable for other protected species such as otter, water vole or hedgehog, No further protected species surveys were considered necessary.

Two Schedule 9 plant species, giant hogweed and Himalayan balsam, are present on the paved area adjacent to the river, self-seeded from the adjacent riverbank which lies outside of the Site boundary. A potential problem arises when sites are disturbed as part of redevelopment. Any Schedule 9 plant material, or soil containing root or rhizome fragments should, therefore, be dealt with appropriately. It is recommended that specialist advice on the appropriate control and disposal of materials is sought, and that suitable longer-term management measures are developed as part of any landscaping plan. Long-term management should be co-ordinated with adjacent landowners where possible for best effect.

There are opportunities to maintain and enhance the biodiversity on the site, and improve connectivity to adjacent habitats by providing 'ecological stepping stones' to link to green/blue infrastructure. The proposal would include green infrastructure including tree cover. This could secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report. 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. Rain gardens would collect the run-off rainwater from the adjacent footways which will then filter into the planting. To help mitigate the loss of existing trees and vegetation as part of the development of the site the chosen plant species will aim to be 80% native and 20% ornamental. To further benefit ecological native species will aim to be appropriate to the locality of the site.

In terms of tree numbers with those on the roof terraces there would be a net gain of 40 trees for the scheme as a whole. The scheme would also provide a total of 300m² of evergreen and herbaceous shrubs at ground & roof level combined to further boost the sites biodiversity net gain. Six bird boxes and two bat boxes would be located on trees on the site. Lighting will be designed to minimise impacts on foraging bats.

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 office bin store would be located in close proximity to a newly created loading bay on St Mary's Parsonage and include provision for recycling. The commercial bin store would have a separate back of house entrance from the F&B / kitchen area on the ground floor. The servicing strategy would minimise potential impact on front of house areas through the inclusion of dedicated servicing routes and back of house areas. It is proposed that management staff would move the bins out on collection days to the dedicated area adjacent to the loading bay, 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 majority of the site, is located in Flood Zone 1 and this portion of the Site is therefore of a low risk of flooding. The north western boundary of the Site is located within Flood Zone 3 as a result of the River Irwell forming this boundary. This part of the Site is within an area with a high probability of flooding. The site is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Due to the high probability of flooding in the Zone 3 parts of the site which the River Irwell runs alongside, 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, whilst surface water run-off from the Site would follow the topography around the Site directing surface water towards the River Irwell

Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre-development rates with 5l/s/ha

to be subtracted from this peak 50% discharge rate. Climate change allowance has been set at 20%, however, attenuation volumes will also be checked against a 40% allowance.

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 is predominantly clay with low levels of permeability which could prevent the use of Suds infiltration techniques, but this will be investigated further through a condition. However the following SuDS measures will be included as part of the Proposed Development: Blue roof with landscaped features at level 17; Greywater recycling; and localised soft landscaping within the public realm. The remaining requirements would be met by an underground tank.

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

Contaminated Land Issues – A Phase I and Phase II Geo-environmental Site Assessments has been prepared based on desktop / published sources, a site walkover survey and preliminary sampling and analysis.

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 high-risk area. Due to identified bomb-damaged areas within on site and 150m of the site preliminary appraisal identified an elevated risk from UXO. Prior to any demolition a radar survey would 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 unit and office entrance lobby off St Mary's Parsonage. All floors of the building would be accessible by lift. There would be 3 disabled parking spaces within 70m of the building entrance.

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

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.

An informative about the use of cranes during construction should be imposed.

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

Socio- Economic Impacts / Human Health - The proposed redevelopment of Alberton House is expected to deliver significant economic benefits including: supporting 800 construction job years during a 121 week construction phase, and a further 260 indirect; delivering a total GVA contribution of circa. £78.5m through the direct, indirect and induced construction effects over the construction period.

The offices would be in a highly sustainable area, with ground floor retail and leisure uses, improving access to jobs. In excess of 1,960 FTEs could be provided once fully occupied generating GVA worth £170.2m per year. Delivery of a range of jobs, including highly-skilled roles, graduate-relevant opportunities, and entry-level roles would be accommodated helping to drive economic growth and productivity in the city and support inclusive growth objectives and providing opportunities for local residents, potentially reducing the average distance travelled to work. There would also be supply chain benefits leading creating more jobs. Local expenditure would increase during the construction phase and via office occupiers on completion.

Removal of Trees – The tree removal is necessary to facilitate the delivery of the development and there would be replacement on a one for one basis and additional tree planting at roof level. The trees cannot be retained if the site is to be developed in a way which would deliver the regeneration objectives. It is considered on balance that this is acceptable in order to deliver the wider benefits of the proposals and in particular improvements to the public realm including connectivity and improved natural surveillance. There would also be additional green infrastructure provided as part of the development which would provide environmental benefits.

Fire safety - The existing fire escape which is currently shared by Alberton and Cardinal House will be retained and remain operational during the demolition, construction and operational phase of the new development.

Place Matter Comments – It is noted that substantial revisions took place to the roof design and that the material palette was simplified following Places Matters comments addressing their principle concerns about the proposals.

Objectors Comments – These have been dealt with in the Report above.

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 St Mary's Parsonage SRF Area providing much needed high quality office accommodation. It would develop an underused poor quality site on a key route linking Manchester and Salford.

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 cause some a low level of harm to the significance of the nearby listed buildings. However, this would be outweighed by the public benefits delivered. There would be some localised impacts on amenity at nearby residents in terms of daylight and sunlight.

The level of harm would be less than substantial and would be outweighed by the public benefits delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the tests set out in paragraphs 189, 197, 199, 201 and 202 of the NPPF.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

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

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

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

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

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

(a) Site Location Plan ALBH-EPR-ZZ-XX-TP-A-01- 0111 Rev 02, ALBH-EPR-ZZ-XX-TP-A-01-0112 Rev 02, ALBH-EPR-ZZ-XX-TP-A-01- 0121 Rev 02, ALBH-EPR-ZZ-XX-TP-A-01- 0122 Rev 02 and ALBH-EPR-ZZ-XX-TP-A-01- 0123 Rev 02;

(b) Dwgs ALBH-EPR-ZZ-B1-TP-A-02- 0220 Rev 03, ALBH-EPR-ZZ-GF-TP-A-02- 0221 Rev 03, ALBH-EPR-ZZ-01-TP-A-02- 0222 Rev 03, ALBH-EPR-ZZ-02-TP-A-02- 0223 Rev 03, ALBH-EPR-ZZ-03-TP-A-02- 0224 Rev 03, ALBH-EPR-ZZ-04-TP-A-02- 0225 Rev 03, ALBH-EPR-ZZ-05-TP-A-02- 0226 Rev 03, ALBH-EPR-ZZ-06-TP-A-02- 0227 Rev 03, ALBH-EPR-ZZ-07-TP-A-02- 0228 Rev 03, ALBH-EPR-ZZ-08-TP-A-02- 0229 Rev 03, ALBH-EPR-ZZ-09-TP-A-02- 0230 Rev 03, ALBH-EPR-ZZ-10-TP-A-02- 0231 Rev 03, ALBH-EPR-ZZ-11-TP-A-02- 0232 Rev 03, ALBH-EPR-ZZ-12-TP-A-02- 0233 Rev 03, ALBH-EPR-ZZ-EA-TP-A-04- 0420 Rev 03, ALBH-EPR-ZZ-NO-TP-A-04- 0421 Rev 03, ALBH-EPR-ZZ-SO-TP-A-04- 0422 Rev 03, ALBH-EPR-ZZ-WE-TP-A-04- 0423 Rev 03, , ALBH-EPR-ZZ-XX-TP-A-05- 0520 Rev 03, ALBH-EPR-ZZ-XX-TP-A-05- 0521 Rev 03, ALBH-EPR-ZZ-XX-TP-A-05- 0522 Rev 03, ALBH-EPR-ZZ-XX-DR-A-41-4195 Rev PO1, ALBH-EPR-ZZ-XX-DR-A-41 4193 Rev PO1 and ALBH-EPR-ZZ-XX-DR-A-414194 Rev PO1;

(c) Dwgs ALBH-EPR-ZZ-B1-TP-A-02- 0240 Rev 02, ALBH-EPR-ZZ-GF-TP-A-02- 0241 Rev 02, ALBH-EPR-ZZ-M1-TP-A-02- 0242 Rev 02, ALBH-EPR-ZZ-01-TP-A-02- 0243 Rev 02, ALBH-EPR-ZZ-02-TP-A-02- 0244 Rev 02, ALBH-EPR-ZZ-03-TP-A-02- 0245 Rev 02, ALBH-EPR-ZZ-04-TP-A-02- 0246 Rev 02, ALBH-EPR-ZZ-05-TP-A-02- 0247 Rev 02, ALBH-EPR-ZZ-06-TP-A-02- 0248 Rev 02, ALBH-EPR-ZZ-07-TP-A-02- 0249 Rev 02, ALBH-EPR-ZZ-EA-TP-A-04- 0400 Rev 02, ALBH-EPR-ZZ-NO-TP-A-04- 0401 Rev 02, ALBH-EPR-ZZ-SO-TP-A-04- 0402 Rev 02 and ALBH-EPR-ZZ-WE-TP-A-04- 0403 Rev 02, ALBH-EPR-ZZ-EA-TP-A-04- 0440 01 Rev 04, ALBH-EPR-ZZ-NO-TP-A-04- 0441 Rev 04, ALBH-EPR-ZZ-SO-TP-A-04- 0442 01 Rev 04, ALBH-EPR-ZZ-WE-TP-A-04- 0443 Rev 04, ALBH-EPR-ZZ-WE-TP-A-04- 0444 Rev 04, ALBH-EPR-ZZ-WE-TP-A-04- 0450 Rev 01, ALBH-EPR-ZZ-WE-TP-A-04- 0451 Rev 01, ALBH-EPR-ZZ-WE-TP-A-04- 0452 Rev 01, ALBH-EPR-ZZ-XX-TP-A-05- 0540 01 02 Rev 02, ALBH-EPR-ZZ-XX-TP-A-05- 0541 01 02 Rev 02 and ALBH-EPR-ZZ-01-TP-A-04-0453 Rev PO1 and image of 25 % Open Area Woven Mesh in Deloitte's e-mail 28-10-22;

(d) LANDSCAPE STRATEGY - DESIGN & ACCESS STATEMENT dated 08/07/22 and Dwgs 2805-PLA-GF-XX-DR-L-0002 P01, 2805-PLA-GF-XX-DR-L-0001 P03, 2805-PLA-GF-XX-DR-L-1000 P01, 2805-PLA-GF-XX-DR-L-1001 P01, 2805-PLA-GF-XX-DR-L-2000 P01, 2805-PLA-GF-XX-DR-L-2000 P01, 2805-PLA-GF-XX-DR-L-3000 P01, 2805-PLA-GF-XX-DR-L-4000 P01, 2805-PLA-GF-XX-DR-L-4001 P01, 2805-PLA-RF-XX-DR-L-4001 P01, 2805-PLA-RT-XX-DR-L-0001 P01, 2805-PLA-RT-XX-DR-L-0004 P01, 2805-PLA-RT-XX-DR-L-1002 P01 all stamped as received on 06-07-22;

(e) Deloitte Fire Escape e-mail dated 28-10-22 as amended by e-mail 31 -10 22, Alberton House, Demolition Specification, Curtins Ref: CUR-XX-XX-SP-S-00010 Revision: V04, Issue Date: 20 September 2022;

(f) Crittal Glazing Clarification Note within Deloitte's e-mail dated 12-10-22;

- (g) Dwg D-TP-75004 P01- Disabled Bay Details;
- (h) Crime Impact Statement Version B: 03 March 2022;
- (i) Accommodation Schedule by EPR Architects 28-06-22 stamped as received on 06-07-22;
- (j) Section 6 of the Design and Access Statement by EPR Architects stamped as received on 06-07-22;
- (k) Archaeological Desk-Based Assessment by Salford Archaeology Alberton House, St Mary's Parsonage, Manchester stamped as received on 06-07-22;
- (l) Inclusions of measures and targets set out in the Environmental Standards Statement Alberton House 29-06-22 Rev P01 by HM stamped as received on 06-07-22;
- (m) Hilson Moran Air Quality assessment dated 28th June 2022 stamped as received on 6th July 2022;
- (n) Alberton House, Manchester , Flood Risk Assessment and Drainage Strategy by Curtins issue Date: 29 June 2022 stamped as received on 06-07-22;
- (o) Television and Radio Baseline Survey and Report, Alberton House, Bruntwood, June 2022 by Pager Power stamped as received on 06-07-22;
- (p) BRUNTWOOD, ALBERTON HOUSE, MANCHESTER, ECOLOGICAL ASSESSMENT by Penny Anderson Associates stamped as received on 06-07-22;
- (q) Ventilation Strategy for Alberton House by HM stamped as received on 07 06 22;
- (r) Curtins Preliminary Risk Assessment dated 28th September 2021 reference 077764-CUR-00-XX-DR-GE-001 and the Curtins Pre Demolition Ground Investigation dated May 2022 reference 077764-CUR-00-XX-RP-GE-001 stamped as received on 06-07-22;
- (s) Alberton House, Transport Statement and Interim Travel Plan, by Curtins Revision: P04, 29 June 2022 stamped as received on 06-07-22 and Highways Impact Note by Curtins dated 10 August 2022 and stamped as received on 10-08-22;
- (t) Alberton House , Waste Management Strategy by Curtins Revision: P04, 29 June 2022 stamped as received on 06-07-22;
- (u) Alberton House, Manchester , Planning noise report dated 29-06-22 by Sandy Brown stamped as received on 06-07-22;
- (v) Arboricultural Constraints Appraisal stamped as received on 06-07-22;
- (w) WIND MICROCLIMATE, ASSESSMENT REPORT, Alberton House, Manchester by GIA stamped as received on 06-07-22;
- (x) ES Volume 1 Main Text:

1. Introduction
2. EIA Methodology
3. Alternatives and Design Evolution
4. Site, Surroundings and Description of Proposals

5. Construction Methodology and Programme
6. Townscape and Visual Impact
7. Built Heritage
8. Ground Conditions
9. Climate Change
10. Summary of Residual Effects
11. Type 1 Cumulative Effects

(y) ES Volume 2 List of Appendices

Chapter 2: Environmental Impact Assessment Methodology

Chapter 2: Environmental Impact Assessment Methodology

Appendix 2.1 - ES Scoping Report

Appendix 2.2 - ES Scoping Opinion

Chapter 6: Townscape and Visual Impact

Appendix 6.1 - Maps

Appendix 6.2 - Viewpoint and townscape photographs including AVR images

Appendix 6.3 - Visualisation methodology

Chapter 7: Built Heritage

Appendix 7.1 - Heritage Statement

Chapter 8: Ground Conditions

Appendix 8.1 - Phase 1 Preliminary Risk Assessment (Desktop Study);

Appendix 8.2 - Phase 2 Ground Investigation Report;

Chapter 9: Climate Change Appendix 9.1 - Climate Change Resilience (CCR) Assessment

Appendix 9.2 - In-Combination Climate Change Impacts (ICCI) Assessment Appendix 9.3 -

Embodied Carbon Review Appendix 9.4 - Operational Energy Assessment

Chapter 11: Conclusion and Summary of Residual Effects

and

(z) ES Volume 3 -Non Technical Summary

all stamped as received on 06-07-22

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 policies 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 a 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 section 9.133 of Chapter 9 of the ES;

(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) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statement shall be adhered to throughout the Demolition period

No development other than Enabling Works as set out below:

1. Site Hoarding
2. Site Clearance (including demolition of the existing buildings) and vegetation removal
3. Archaeological investigations works
4. Site remediation
5. Site investigation

shall be carried out pursuant to this permission if the contract for the construction and completion of the building hereby permitted has not been let by 18 months post decision notice date and evidence provided to the reasonable satisfaction of the City Council, as Local Planning Authority.

Should the construction contract not have been let with suitable evidence provided to the LPA by 18 months post decision notice date, any development activities on the site shall cease and no further development permitted by this planning permission shall be carried out. In this event, no later than 18 months post decision notice date, a scheme shall be submitted to the City Council, as Local Planning Authority, setting out how the site shall be landscaped and maintained and thereafter the site shall be landscaped and managed in accordance with the scheme that has been approved by the City Council, as Local Planning Authority. The approved scheme shall be implemented within two months of approval

Reason - In the interest of visual amenity of the conservation area pursuant to policies SP1, EN3, EN15, EN16, EN17 and EN18 and DM1 of the Manchester Core Strategy (2012)

5) Notwithstanding the documents detailed in condition 2 prior to occupation of the development a servicing strategy for the building, shall be submitted to and approved in writing by the local planning authority.

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

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

6) a) Notwithstanding the Curtins Preliminary Risk Assessment dated 28th September 2021 reference 077764-CUR-00-XX-DR-GE-001 and the Curtins Pre Demolition Ground Investigation dated May 2022 reference 077764-CUR-00-XX-RP-GE-001;

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:

- Updated final risk assessment/ ground investigation; and
- 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 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.

7) 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 Irwell from accidental spillages, dust and debris in consultation with GMEU;
- *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

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).

8) No development works (excluding demolition of Alberton House) shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, an open-area excavation (subject to a revised WSI).

2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

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

9) 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 the Alberton House LANDSCAPE STRATEGY - DESIGN & ACCESS STATEMENT dated 08/07/22 and Dwgs 2805-PLA-GF-XX-DR-L-0002 P01, 2805-PLA-GF-XX-DR-L-0001 P03 ,2805-PLA-GF-XX-DR-L-1000 P01, 2805-PLA-GF-XX-DR-L-1001 P01,2805-PLA-GF-XX-DR-L-2000 P01, 2805-PLA-GF-XX-DR-L-2000 P01, 2805-PLA-GF-XX-DR-L-3000 P01, 2805-PLA-GF-XX-DR-L-4000 P01, 2805-PLA-GF-XX-DR-L-4001 P01, 2805-PLA-RF-XX-DR-L-4001 P01, 2805-PLA-RT-XX-DR-L-0001 P01, 2805-PLA-RT-XX-DR-L-0004 P01, 2805-PLA-RT-XX-DR-L-1002 P01 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.

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

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

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

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

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

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

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

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

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

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

10) The external terrace areas on the 17th floor as shown in dwg ALBH-EPR-ZZ-17-TP-A-02-0247 P02 shall only be accessible between the following hours:

08.00 and 21.00 Monday to Sunday

There shall be no amplified music or sound on the roof terrace at any time

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.

11) Prior to use of the external roof terrace on the 17th 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 21.00 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.

12) 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 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.

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

*Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. This shall include consideration of integrating the drainage strategy with the green landscaping design. Assessment demonstrating maximised integration of green SuDS components is required in-line with Manchester City Council's Climate Change Action Plan 2020-25.

*Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

*Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

*Where surface water is connected to the River Irwell, any works within or adjacent to the river that would affect it would require consent from Peel Holdings - specifically any excavation works to the riverbanks.

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), 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

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.

14) 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.

15) The development hereby approved shall be carried out in accordance with the targets set out within the Environmental Standards Statement Alberton House 29-06-22 Rev P01 by HM stamped as received on 06-07-22

A post construction statement shall be submitted within 3 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.

16) 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.

17) 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.

18) Notwithstanding the recommendation within the Sandy Brown acoustic assessment reference 21443-R01-E dated 29th June 2022 stamped as received on 06-07-22 and responses within the Schedule of Responses 12-09-22 from Deloitte's before the operation of the ground floor commercial unit commences a scheme for acoustically insulating the unit to ensure that there is no unacceptable level of noise transfer from this unit to the office accommodation above or any unacceptable noise break out shall be submitted to and approved in writing by the City Council as local planning authority.

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

Prior to 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.

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.

19) Before any use of the ground floor commercial use hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall 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.

20) Prior to occupation of

(a) The office accommodation and communal areas (including terraces, rooftop bar area, gym and wellness centre); and

(b) The ground floor commercial unit

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.

21) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the 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

22) The development hereby approved shall be carried out in accordance with Appendix B of the Alberton House, Waste Management Strategy, by Curtins Revision: P04 Issue Date: 29 June 2022 stamped as received on 06-07-22. 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.

23) 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).

24) 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

25) Notwithstanding the Television and Radio Baseline Survey and Report, Alberton House, Bruntwood, June 2022 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

26) Notwithstanding the documents detailed in condition 2 and the Hilson Moran Air Quality assessment dated 28th June 2022 stamped as received on 6th July 2022;

prior to commencement of development, details of a scheme for a clean air intake, details of the clean air filters (specification) along with maintenance strategy including inspection and replacement frequency, responsibility and how compliance will be ensured by future occupiers, building owners or building management companies shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

27) 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.

28) The development hereby approved shall be carried out in accordance with the Alberton House Interim Travel Plan Curtins Ref: 80058-CUR-XX-XX-T-TP-00002 Revision: P04 Issue Date: 29 June 2022 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 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.

29) 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.

30) 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.

31) 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

32) The window(s) at ground level, fronting onto St Mary's Parsonage 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.

33) 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

34) Notwithstanding the details contained within condition 2 above prior to the first occupation of the building 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) Details of the loading bay
- (b) 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
- (c) Amendments to the existing TROs and bus stop locations / routes;

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).

35) The development shall be carried out in accordance with sections 4,5,6 and 7 of the Crime Impact Statement Version B: 03 March 2022; The development shall only be carried out in accordance with these approved details and within 3 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

36) In the event that the commercial unit, as indicated on drawing ALBH-EPR-ZZ-GF-TP-A-02-0241 P02 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.

37) No doors (other than those designated as fire exits and ground floor bin store shown on plan ALBH-EPR-ZZ-GF-TP-A-02-0241 P02) shall open outwards onto adjacent public highway.

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

38) Prior to the first occupation of the office accommodation the 120 cycle parking spaces shall be fully implemented as as shown in dwg ALBH-EPR-ZZ-B1-TP-A-02-0240 Rev P02

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).

39) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

- (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

40) 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.

41) Before use of the gym area as shown in dwg ALBH-EPR-ZZ-B1-TP-A-02-0240 P02 commences scheme for acoustically insulating the space to ensure that there is no unacceptable level of noise transfer from this unit to the office accommodation above or any unacceptable noise break out shall be submitted to and approved in writing by the City Council

as local planning authority. Noise from gym activities such as impact machines and free weights areas will need to be included within the assessment and details of any acoustic insulation / acoustic floor build up recommendation for these areas.

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

Prior to 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.

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

42) 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).

43) (a) The offices above ground level hereby approved shall be used only as offices to carry out any operational or administrative functions as set out under part (g)(i) and(g) (ii) 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).

(b) The use of the ground floor commercial unit shall exclude convenience retail.

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.

44) The facilities within the 17th and 18th floors hereby approved shall be used as ancillary facilities for office users or by approved visitors to the building and shall not be accessible or useable by the general public who do not have a contract with Bruntwood. The 'gym' facilities on these levels shall comprise a yoga / exercise studio only and will not include spin bikes, weights or other similar exercise machines

Reason - As specified in the e-mails from Deloitte dated 12-10-22 and 15-09-22 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.

45) Prior to the installation of any building / public realm lighting, details of how this has been designed and would be operated to ensure that any impact on foraging bats would be negligible shall be submitted to an approved in writing by the City Council as Local Planning Authority.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason - In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

46) Prior to the installation of any building / public realm lighting, details of how this has been designed and would be operated to ensure that any impact on foraging bats would be negligible shall be submitted to an approved in writing by the City Council as Local Planning Authority.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

47) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Giant Hogweed at the site. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

48) The proposed gym use hereby approved as shown in dwg ALBH-EPR-ZZ-B1-TP-A-02-0240 P02 shall be ancillary to the residential use of the building and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

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

49) The proposed gym use hereby approved as shown in dwg ALBH-EPR-ZZ-B1-TP-A-02-0240 P02 shall be ancillary to the office use and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

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

Informatives

1) The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

2) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

3) Given the proximity of the site to a water body, the applicant is advised to agree a detailed Water Safety Impact Statement and Risk Assessment with the Manchester Water Safety Partnership. Contact Alex King: alex.king@cityco.com.

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

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

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

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

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

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

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

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

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

10) Two Schedule 9 plant species, giant hogweed and Himalayan balsam, are present on the paved area adjacent to the river, self-seeded from the adjacent riverbank which lies outside of the Site boundary. A potential problem arises when sites are disturbed as part of redevelopment. Any Schedule 9 plant material, or soil containing root or rhizome fragments

should, therefore, be dealt with appropriately. It is recommended that specialist advice on the appropriate control and disposal of materials is sought, and that suitable longer-term management measures are developed as part of any landscaping plan. Long-term management should be co-ordinated with adjacent landowners where possible for best effect.

11) If during works demolition works hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

Appendix 1 – List of consultees & neighbours notified

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

Third Floor, 38 King Street West, Manchester, M3 2WZ
Ground Floor, Arkwright House, Parsonage Gardens, Manchester, M3 2LE
Lower Ground Floor, Maybrook House, 40 Blackfriars Street, Manchester, M3 2EG
Third Floor, Maybrook House, 40 Blackfriars Street, Manchester, M3 2EG
Fourth Floor, Maybrook House, 40 Blackfriars Street, Manchester, M3 2EG
Basement, 42 King Street West, Manchester, M3 2NY
Smile Stylist Limited, First Floor, 98 - 106 Deansgate, Manchester, M3 2QG
16 Wood Street, Manchester, M3 3EF
18 Wood Street, Manchester, M3 3EF
Third Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
First Floor, 5 Parsonage, Manchester, M3 2HS
37 King Street West, Manchester, M3 2PW
Flat 77, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 71, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 69, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 74, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 67, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 56, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 54, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 64, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 52, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 50, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 5, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 60, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 20, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 27, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 14, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD

Flat 34, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 25, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 23, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 17, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 121, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 114, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 112, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 110, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 38, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 15, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 108, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
78 Deansgate, Manchester, M3 2FW
Flat 3, 67 Bridge Street, Manchester, M3 3BQ
Flat 2, 67 Bridge Street, Manchester, M3 3BQ
Fifth Floor Suite 502, International House, 82 - 86 Deansgate, Manchester, M3 2ER
Fifth Floor Suite 503B, International House, 82 - 86 Deansgate, Manchester, M3 2ER
Second Floor, 92 Deansgate, Manchester, M3 2QG
47 King Street West, Manchester, M3 2PW
45 King Street West, Manchester, M3 2PW
35 King Street West, Manchester, M3 2PW
50 - 52 Deansgate, Manchester, M3 2FE
50 Bridge Street, Manchester, M3 3BW
Basement, Kings House, 42 King Street West, Manchester, M3 2NY
Basement, Kings House, King Street West, Manchester, M3 2NY
Front Part First Floor, 50 Bridge Street, Manchester, M3 3BW
Ground Floor Rear, 50 Bridge Street, Manchester, M3 3BW
Second Floor, 50 Bridge Street, Manchester, M3 3BW
Flat At, Bridge Street Tavern, 58 Bridge Street, Manchester, M3 3BW
Caretakers Flat Fifth Floor, Church House, 90 Deansgate, Manchester, M3 2GP
62 - 66 Deansgate, Manchester, M3 2EN
Second Floor And Third Floor, Halifax House, 93 - 101 Bridge Street, Manchester, M3 2GX
Basement And Ground Floor, 69 Bridge Street, Manchester, M3 3BQ
First Floor, 62 Bridge Street, Manchester, M3 3BW
Second Floor, Rational House, 64 Bridge Street, Manchester, M3 3BN
79 - 81 Bridge Street, Manchester, M3 2RH
55 Bridge Street, Manchester, M3 3BQ
Third Floor, 69 Bridge Street, Manchester, M3 3BQ
Flat 9, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 8, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 96, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 95, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 88, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Apartment 1404, 6 Left Bank, Manchester, M3 3AF
Apartment 1325, 6 Left Bank, Manchester, M3 3AF
Apartment 1032, 6 Left Bank, Manchester, M3 3AF
Apartment 1027, 6 Left Bank, Manchester, M3 3AF
Apartment 926, 6 Left Bank, Manchester, M3 3AF
Apartment 839, 6 Left Bank, Manchester, M3 3AE
Apartment 729, 6 Left Bank, Manchester, M3 3AE
Apartment 632, 6 Left Bank, Manchester, M3 3AE
Apartment 630, 6 Left Bank, Manchester, M3 3AE
Apartment 627, 6 Left Bank, Manchester, M3 3AE
Apartment 328, 6 Left Bank, Manchester, M3 3AE
Apartment 325, 6 Left Bank, Manchester, M3 3AE

Apartment 228, 6 Left Bank, Manchester, M3 3AE
Apartment 238, 2 Left Bank, Manchester, M3 3AD
First Floor, 31 King Street West, Manchester, M3 2PF
31 King Street West, Manchester, M3 2PF
Flat 80, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 78, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 63, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 61, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 6, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 51, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 49, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 4, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 35, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 33, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 26, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 18, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Ground Floor And First Floor, 50 - 52 Deansgate, Manchester, M3 2FE
Sixth Floor, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
First Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
76 Deansgate, Manchester, M3 2FW
7 Manera Apartments, 46 King Street West, Manchester, M3 2WN
Alexandra House, 14 - 22 Parsonage Gardens, Manchester, M3 2HA
Revolution Bar, Parsonage Gardens, Manchester, M3 2LF
Sixth Floor, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HB
Apartment 1233, 6 Left Bank, Manchester, M3 3AF
Apartment 1232, 6 Left Bank, Manchester, M3 3AF
Apartment 1228, 6 Left Bank, Manchester, M3 3AF
Apartment 1129, 6 Left Bank, Manchester, M3 3AF
Apartment 1037, 6 Left Bank, Manchester, M3 3AF
Apartment 929, 6 Left Bank, Manchester, M3 3AF
Apartment 928, 6 Left Bank, Manchester, M3 3AF
Apartment 837, 6 Left Bank, Manchester, M3 3AE
Apartment 832, 6 Left Bank, Manchester, M3 3AE
Apartment 831, 6 Left Bank, Manchester, M3 3AE
Apartment 727, 6 Left Bank, Manchester, M3 3AE
Apartment 526, 6 Left Bank, Manchester, M3 3AE
Apartment 432, 6 Left Bank, Manchester, M3 3AE
Apartment 336, 6 Left Bank, Manchester, M3 3AE
Apartment 235, 2 Left Bank, Manchester, M3 3AD
Apartment 539, 2 Left Bank, Manchester, M3 3AD
Apartment 538, 2 Left Bank, Manchester, M3 3AD
Flat 24, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 120, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
69 Bridge Street, Manchester, M3 3BQ
Arkwright House, Parsonage Gardens, Manchester, M3 2LF
84B Deansgate, Manchester, M3 2ER
Basement, 50 Bridge Street, Manchester, M3 3BW
Third Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
Seventh Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
Ground Floor Suite 1, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Ground Floor, 88 Deansgate, Manchester, M3 2ER
Second Floor Front, Grampian House, 144 - 146 Deansgate, Manchester, M3 3EE
First Floor Suite 104, International House, 82 - 86 Deansgate, Manchester, M3 2ER
Third Floor Suite 304, International House, 82 - 86 Deansgate, Manchester, M3 2ER

First Floor Suite 102, International House, 82 - 86 Deansgate, Manchester, M3 2ER
10 Manera Apartments, 46 King Street West, Manchester, M3 2WN
4 Manera Apartments, 46 King Street West, Manchester, M3 2WN
INC DESIGN LTD, Second Floor Left, 1 - 2 North Parade, Manchester, M3 2NH
AMPERSAND COMMERCE LIMITED, Second Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
Sixth Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
Second Floor, Grampian House, 144 - 146 Deansgate, Manchester, M3 3EE
86 Deansgate, Manchester, M3 2ER
Fourth Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
Second Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
Third Floor, 1 - 2 North Parade, Manchester, M3 2NH
Ground Floor, 31 King Street West, Manchester, M3 2PF
Rear Lower Ground Floor, Maybrook House, 40 Blackfriars Street, Manchester, M3 2EG
Rear Part First Floor, 50 Bridge Street, Manchester, M3 3BW
87 Bridge Street, Manchester, M3 2RE
Basement And Ground Floor, 1 - 2 North Parade, Manchester, M3 2NH
85 Bridge Street, Manchester, M3 2RE
Tenth Floor, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
Ground Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
Store Rear Of 88, Deansgate, Manchester, M3 2ZZ
Apartment 1504, 6 Left Bank, Manchester, M3 3AF
Apartment 1332, 6 Left Bank, Manchester, M3 3AF
Apartment 1329, 6 Left Bank, Manchester, M3 3AF
Apartment 1405, 6 Left Bank, Manchester, M3 3AF
Apartment 1327, 6 Left Bank, Manchester, M3 3AF
Apartment 1132, 6 Left Bank, Manchester, M3 3AF
Apartment 1130, 6 Left Bank, Manchester, M3 3AF
Apartment 1126, 6 Left Bank, Manchester, M3 3AF
Apartment 1031, 6 Left Bank, Manchester, M3 3AF
Apartment 1028, 6 Left Bank, Manchester, M3 3AF
Apartment 536, 6 Left Bank, Manchester, M3 3AE
Apartment 529, 6 Left Bank, Manchester, M3 3AE
Apartment 534, 6 Left Bank, Manchester, M3 3AE
Apartment 531, 6 Left Bank, Manchester, M3 3AE
Apartment 528, 6 Left Bank, Manchester, M3 3AE
Apartment 525, 6 Left Bank, Manchester, M3 3AE
Apartment 434, 6 Left Bank, Manchester, M3 3AE
Apartment 427, 6 Left Bank, Manchester, M3 3AE
Apartment 337, 6 Left Bank, Manchester, M3 3AE
Apartment 431, 6 Left Bank, Manchester, M3 3AE
Apartment 429, 6 Left Bank, Manchester, M3 3AE
Apartment 428, 6 Left Bank, Manchester, M3 3AE
Apartment 334, 6 Left Bank, Manchester, M3 3AE
Apartment 229, 6 Left Bank, Manchester, M3 3AE
Apartment 330, 6 Left Bank, Manchester, M3 3AE
Apartment 237, 6 Left Bank, Manchester, M3 3AE
Apartment 222, 6 Left Bank, Manchester, M3 3AE
Apartment 340, 2 Left Bank, Manchester, M3 3AD
Apartment 440, 2 Left Bank, Manchester, M3 3AD
Apartment 239, 2 Left Bank, Manchester, M3 3AD
Apartment 438, 2 Left Bank, Manchester, M3 3AD
Apartment 537, 2 Left Bank, Manchester, M3 3AD
Apartment 439, 2 Left Bank, Manchester, M3 3AD

Apartment 240, 2 Left Bank, Manchester, M3 3AD
Apartment 540, 2 Left Bank, Manchester, M3 3AD
Third Floor, 31 King Street West, Manchester, M3 2PN
Mezzanine Floor, 31 King Street West, Manchester, M3 2PF
Second Floor Front Left, 31 King Street West, Manchester, M3 2PF
Flat 99, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 92, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 76, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 53, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 89, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 41, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 46, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 43, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 37, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 13, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
5 Parsonage, Manchester, M3 2HS
Flat 113, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 111, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 22, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
First Floor Suite 103B, International House, 82 - 86 Deansgate, Manchester, M3 2ER
Third Floor Suite 305, International House, 82 - 86 Deansgate, Manchester, M3 2ER
First Floor, 62 - 66 Deansgate, Manchester, M3 2EN
Sixth Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
20 Wood Street, Manchester, M3 3EF
Flat 1, The Moon Under Water, 68 - 74 Deansgate, Manchester, M3 2FN
Fifth Floor, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
Basement Right, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HB
CHAMBERS HAIR DESIGN LIMITED, Basement Left, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HW
LOPIAN GROSS BARNETT AND CO, Sixth Floor And Seventh Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LG
Ground Floor, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Apartment 930, 6 Left Bank, Manchester, M3 3AF
Apartment 731, 6 Left Bank, Manchester, M3 3AE
Apartment 936, 6 Left Bank, Manchester, M3 3AF
Apartment 932, 6 Left Bank, Manchester, M3 3AF
Apartment 833, 6 Left Bank, Manchester, M3 3AE
Apartment 733, 6 Left Bank, Manchester, M3 3AE
Apartment 830, 6 Left Bank, Manchester, M3 3AE
12 Manera Apartments, 46 King Street West, Manchester, M3 2WN
5 Manera Apartments, 46 King Street West, Manchester, M3 2WN
First Floor, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HW
Fourth Floor, 86 Deansgate, Manchester, M3 2ER
Third Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
Third Floor, International House, 82 - 86 Deansgate, Manchester, M3 2ER
8 Manera Apartments, 46 King Street West, Manchester, M3 2WN
6 Manera Apartments, 46 King Street West, Manchester, M3 2WN
Third Floor, Grampian House, 144 - 146 Deansgate, Manchester, M3 3EE
Third Floor, 86 Deansgate, Manchester, M3 2ER
Third Floor, Church House, 90 Deansgate, Manchester, M3 2GJ
33 King Street West, Manchester, M3 2PW
Sixth Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
Fifth Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
First Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ

Sofas And Stuff, 40 Dearmans Place, M3 5EW
Chapel Wharf, Dandora Living, 99 Chapel Street, Salford, M3 5DZ
Trinity Bridge House, 40 Dearmans Place, M3 5EW
Basement And Ground Floor, 61 Bridge Street, Manchester, M3 3BQ
Eastzeast Riverside, Blackfriars Street, Salford, M3 5BQ
Second Floor, 5 Parsonage, Manchester, M3 2HS
Parsonage Chambers, 3 Parsonage, Manchester, M3 2HW
140 Deansgate, Manchester, M3 2RP
Second Floor Office, 59 Bridge Street, Manchester, M3 3BQ
First Floor, 65 Bridge Street, Manchester, M3 3BQ
58 Deansgate, Manchester, M3 2FF
Ground Floor, 54 - 56 Bridge Street, Manchester, M3 3BW
Basement Store, 27 - 29 King Street West, Manchester, M3 2PN
30 Bridge Street, Manchester, M3 3BZ
Sawyers Arms, 138 Deansgate, Manchester, M3 2RP
Basement, Church House, 90 Deansgate, Manchester, M3 2GP
First Floor And Second Floor, Church House, 90 Deansgate, Manchester, M3 2GP
130 - 136 Deansgate, Manchester, M3 2GG
Third Floor, 62 Bridge Street, Manchester, M3 3BW
Apartment 339, 2 Left Bank, Manchester, M3 3AD
ROGER HANNAH AND CO LTD, Lower Ground Floor, Century Buildings, 14 St Mary's
Parsonage, Manchester, M3 2DF
Sixth Floor, Arkwright House, Parsonage Gardens, Manchester, M3 2LF
50A Bridge Street, Manchester, M3 3BW
Flat 1, 67 Bridge Street, Manchester, M3 3BQ
Flat 4, 67 Bridge Street, Manchester, M3 3BQ
Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DF
Second Floor, 52 Bridge Street, Manchester, M3 3BW
Third Floor, 5 Parsonage, Manchester, M3 2HS
Artisan, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
The Restaurant, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
First Floor And Second Floor, 1 Back Bridge Street, Manchester, M3 2PB
Betfred, Ground Floor, 38 King Street West, Manchester, M3 2WZ
Lower Ground Floor One, Blackfriars House, Parsonage, Manchester, M3 2JA
Lower Ground Floor Two, Blackfriars House, Parsonage, Manchester, M3 2JA
Flat 98, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 91, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 87, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 79, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 75, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 73, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 45, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 104, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 44, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 40, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 32, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 101, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Eleventh Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
Fifth Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
16 St Mary's Street, Manchester, M3 2LB
96 Deansgate, Manchester, M3 2QG
First Floor, Arkwright House, Parsonage Gardens, Manchester, M3 2LF
27 - 29 King Street West, Manchester, M3 2PN
17 Back Bridge Street, Manchester, M3 2PB

Third Floor, 50 Bridge Street, Manchester, M3 3BW
77 Bridge Street, Manchester, M3 2RH
Apartment 937, 6 Left Bank, Manchester, M3 3AF
1 - 2 North Parade, Manchester, M3 2NH
Basement Floor, 65 Bridge Street, Manchester, M3 3BQ
GREAT FRIDAYS LIMITED, Seventh Floor, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
Eleventh Floor, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
82 Deansgate, Manchester, M3 2ER
Ground Floor, Cotswold Outdoors, 118 - 124 Deansgate, Manchester, M3 2GQ
Ground Floor, Bem Brasil, 118 - 124 Deansgate, Manchester, M3 2GQ
Ground Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
Third Floor And Fourth Floor Front, Rational House, 64 Bridge Street, Manchester, M3 3BN
Basement, Rational House, 64 Bridge Street, Manchester, M3 3BN
Flat 39, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Grampian House, 144 - 146 Deansgate, Manchester, M3 3EE
40 King Street West, Manchester, M3 2WY
Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
Manchester Civil Justice Centre, Crown Square, Manchester, M60 9DJ
88 Deansgate, Manchester, M3 2ER
3 Smithy Lane, Manchester, M3 2PR
Second Floor, 65 Bridge Street, Manchester, M3 3BQ
71 - 75 Bridge Street, Manchester, M3 2RH
19 Back Bridge Street, Manchester, M3 2PB
HELP YOUR CLAIM LTD, Second Floor, International House, 82 - 86 Deansgate, Manchester, M3 2ER
International House, 82 - 84 Deansgate, Manchester, M3 4HF
Second Floor Flat, 54 - 56 Bridge Street, Manchester, M3 3BW
First Floor, Rational House, 64 Bridge Street, Manchester, M3 3BN
74 Bridge Street, Manchester, M3 2RJ
61 Bridge Street, Manchester, M3 3BQ
Fourth Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
CLAIMS CONSULTING SOLUTIONS LTD, Fourth Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
15 Manera Apartments, 46 King Street West, Manchester, M3 2WN
14 Manera Apartments, 46 King Street West, Manchester, M3 2WN
Flat 103, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 100, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 106, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 102, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 107, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Albert Bridge House, Bridge Street, Manchester, M3 5AH
Flat 105, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 10, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Maybrook House, 40 Blackfriars Street, Manchester, M3 2EG
Ground Floor, Rational House, 64 Bridge Street, Manchester, M3 3BZ
House Of Fraser, 98 - 106 Deansgate, Manchester, M3 2QG
Apartment 241, 2 Left Bank, Manchester, M3 3AD
Fifth Floor, Church House, 90 Deansgate, Manchester, M3 2GJ
Fifth Floor, Arkwright House, Parsonage Gardens, Manchester, M3 2LF
Fifth Floor, Maybrook House, 40 Blackfriars Street, Manchester, M3 2EG
Flat 2, The Moon Under Water, 68 - 74 Deansgate, Manchester, M3 2FN
Neighbourhood Restaurant, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
Second Floor, 62 - 66 Deansgate, Manchester, M3 2EN

Fifth Floor Suite D, Arkwright House, Parsonage Gardens, Manchester, M3 2LE
Basement And Ground Floor, 88 Deansgate, Manchester, M3 2ER
Basement And Ground Floor, 140 Deansgate, Manchester, M3 2RP
The Moon Under Water, 68 - 74 Deansgate, Manchester, M3 2FN
54 - 56 Bridge Street, Manchester, M3 3BW
Kings House, King Street West, Manchester, M3 2NY
Bridge Street Tavern, 58 Bridge Street, Manchester, M3 3BW
Reedham House, 31 King Street West, Manchester, M3 2PN
Third Floor, Arkwright House, Parsonage Gardens, Manchester, M3 2LF
Basement, Arkwright House, Parsonage Gardens, Manchester, M3 2LF
Second Floor, Arkwright House, Parsonage Gardens, Manchester, M3 2LF
Fourth Floor, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HW
Second Floor, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HW
Ninth Floor, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
LINCOLN HOUSE CHAMBERS, Eighth Floor, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
SOFA WORKSHOP, Ground Floor, 118 - 124 Deansgate, Manchester, M3 2GQ
52 Bridge Street, Manchester, M3 3BW
65 Bridge Street, Manchester, M3 3BQ
40A King Street West, Manchester, M3 2WY
Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
38 King Street West, Manchester, M3 2WZ
Gaucho, 2A St Mary's Street, Manchester, M3 2LB
Flat 30, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 117, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
83 Bridge Street, Manchester, M3 2RF
First Floor Suite 103, International House, 82 - 86 Deansgate, Manchester, M3 2ER
Second Floor Right, Grampian House, 144 - 146 Deansgate, Manchester, M3 3EE
International House, 82 - 86 Deansgate, Manchester, M3 2ER
Church House, 90 Deansgate, Manchester, M3 2GJ
Halifax House, 93 - 101 Bridge Street, Manchester, M3 2GX
Apartment 1331, 6 Left Bank, Manchester, M3 3AF
Apartment 1230, 6 Left Bank, Manchester, M3 3AF
Apartment 1229, 6 Left Bank, Manchester, M3 3AF
Apartment 1227, 6 Left Bank, Manchester, M3 3AF
Apartment 1127, 6 Left Bank, Manchester, M3 3AF
Apartment 1036, 6 Left Bank, Manchester, M3 3AF
Apartment 1029, 6 Left Bank, Manchester, M3 3AF
Apartment 933, 6 Left Bank, Manchester, M3 3AF
Apartment 730, 6 Left Bank, Manchester, M3 3AE
Apartment 828, 6 Left Bank, Manchester, M3 3AE
Apartment 827, 6 Left Bank, Manchester, M3 3AE
Apartment 736, 6 Left Bank, Manchester, M3 3AE
Apartment 725, 6 Left Bank, Manchester, M3 3AE
Apartment 629, 6 Left Bank, Manchester, M3 3AE
Apartment 437, 6 Left Bank, Manchester, M3 3AE
Apartment 436, 6 Left Bank, Manchester, M3 3AE
Apartment 430, 6 Left Bank, Manchester, M3 3AE
Apartment 335, 6 Left Bank, Manchester, M3 3AD
Apartment 332, 6 Left Bank, Manchester, M3 3AE
Apartment 236, 6 Left Bank, Manchester, M3 3AE
Apartment 234, 6 Left Bank, Manchester, M3 3AE
Apartment 230, 6 Left Bank, Manchester, M3 3AE
Apartment 227, 6 Left Bank, Manchester, M3 3AE

Apartment 338, 2 Left Bank, Manchester, M3 3AD
Apartment 535, 2 Left Bank, Manchester, M3 3AD
Apartment 341, 2 Left Bank, Manchester, M3 3AD
Third Floor Newton Estates, 38 King Street West, Manchester, M3 2WZ
First Floor Front, 31 King Street West, Manchester, M3 2PF
Flat 84, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 28, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
First Floor, 69 Bridge Street, Manchester, M3 3BQ
34 Bridge Street, Manchester, M3 3BZ
24 Wood Street, Manchester, M3 3EF
22 Wood Street, Manchester, M3 3EF
Basement And Lower Ground Floor Offices, 5 Parsonage, Manchester, M3 2HS
Basement And Ground Floor, 76 Deansgate, Manchester, M3 2FW
Third Floor, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HW
Fourth Floor, Grampian House, 144 - 146 Deansgate, Manchester, M3 3EE
43 King Street West, Manchester, M3 2PW
76 Bridge Street, Manchester, M3 2RJ
Flat 85, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 83, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 72, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 59, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 58, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 42, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 12, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 118, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Ninth Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
Ground Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
Second Floor, 72 Bridge Street, Manchester, M3 2RJ
70 Bridge Street, Manchester, M3 2RJ
Eighth Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
Ground Floor Front, 50 Bridge Street, Manchester, M3 3BW
Apartment 1231, 6 Left Bank, Manchester, M3 3AF
Apartment 1030, 6 Left Bank, Manchester, M3 3AF
Apartment 927, 6 Left Bank, Manchester, M3 3AF
Apartment 732, 6 Left Bank, Manchester, M3 3AE
Apartment 634, 6 Left Bank, Manchester, M3 3AE
Apartment 433, 6 Left Bank, Manchester, M3 3AE
Apartment 333, 6 Left Bank, Manchester, M3 3AE
Apartment 233, 6 Left Bank, Manchester, M3 3AE
Apartment 331, 6 Left Bank, Manchester, M3 3AE
Apartment 327, 6 Left Bank, Manchester, M3 3AE
Apartment 326, 6 Left Bank, Manchester, M3 3AE
Apartment 232, 6 Left Bank, Manchester, M3 3AE
Apartment 231, 6 Left Bank, Manchester, M3 3AE
Apartment 435, 2 Left Bank, Manchester, M3 3AD
Seventh Floor, Arkwright House, Parsonage Gardens, Manchester, M3 2LE
89 Bridge Street, Manchester, M3 2RE
Flat 97, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 94, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 90, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 57, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 1, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
HELPTHEMOVE LIMITED, Ground Floor Offices, 5 Parsonage, Manchester, M3 2HS
Ground Floor Front Left Unit, 1 - 2 North Parade, Manchester, M3 2NH

Unit 2, 130 - 136 Deansgate, Manchester, M3 2GQ
CHEETHAM & MORTIMER SURVEYORS, First Floor Suite 101, International House, 82 - 86 Deansgate, Manchester, M3 2ER
11 Manera Apartments, 46 King Street West, Manchester, M3 2WN
2 Manera Apartments, 46 King Street West, Manchester, M3 2WN
1 Manera Apartments, 46 King Street West, Manchester, M3 2WN
Ground Floor Dte, 1 - 2 North Parade, Manchester, M3 2NH
Fourth Floor, Church House, 90 Deansgate, Manchester, M3 2GJ
Seventh Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
138 Deansgate, Manchester, M3 2RP
48 Deansgate, Manchester, M3 2FE
Flat 81, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 70, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 68, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 66, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 65, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 36, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Seventh Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
80 Deansgate, Manchester, M3 2ER
First Floor, 83 Bridge Street, Manchester, M3 2RF
118 - 124 Deansgate, Manchester, M3 2QG
Nomad Travel Clinic, 66 - 68 Bridge Street, Manchester, M3 2RJ
39 King Street West, Manchester, M3 2PW
First Floor, 40 King Street West, Manchester, M3 2WY
Ground Floor, 40 King Street West, Manchester, M3 2WY
Basement And Ground Floor, 62 Bridge Street, Manchester, M3 3BW
Apartment 1503, 6 Left Bank, Manchester, M3 3AF
Apartment 1330, 6 Left Bank, Manchester, M3 3AF
Apartment 1328, 6 Left Bank, Manchester, M3 3AF
Apartment 1133, 6 Left Bank, Manchester, M3 3AF
Apartment 931, 6 Left Bank, Manchester, M3 3AF
Apartment 829, 6 Left Bank, Manchester, M3 3AE
Apartment 726, 6 Left Bank, Manchester, M3 3AE
Apartment 631, 6 Left Bank, Manchester, M3 3AE
Apartment 532, 6 Left Bank, Manchester, M3 3AE
Apartment 530, 6 Left Bank, Manchester, M3 3AE
Apartment 329, 6 Left Bank, Manchester, M3 3AE
Basement And Ground Floor, 38 King Street West, Manchester, M3 2WZ
Apartment 441, 2 Left Bank, Manchester, M3 3AD
Apartment 636, 2 Left Bank, Manchester, M3 3AD
Flat 86, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 82, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 55, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 16, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 116, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
CLARKE BELL LTD, First Floor Left, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HB
56 - 58 Deansgate, Manchester, M3 2FF
First Floor Suite 105, International House, 82 - 86 Deansgate, Manchester, M3 2ER
Fourth Floor, International House, 82 - 86 Deansgate, Manchester, M3 2ER
3 Manera Apartments, 46 King Street West, Manchester, M3 2WN
Eighth Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
KUIT STEINART LEVY LLP, 3 St Mary's Parsonage, Manchester, M3 2RD
Flat 93, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 7, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD

Flat 62, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 3, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 29, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 21, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 19, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Kings House, 42 King Street West, Manchester, M3 2NU
41 King Street West, Manchester, M3 2PW
64A Bridge Street, Manchester, M3 3BA
Apartment 1326, 6 Left Bank, Manchester, M3 3AF
Apartment 1131, 6 Left Bank, Manchester, M3 3AF
Apartment 1128, 6 Left Bank, Manchester, M3 3AF
Apartment 1125, 6 Left Bank, Manchester, M3 3AF
Apartment 1033, 6 Left Bank, Manchester, M3 3AF
Apartment 925, 6 Left Bank, Manchester, M3 3AF
Apartment 737, 6 Left Bank, Manchester, M3 3AE
Apartment 728, 6 Left Bank, Manchester, M3 3AE
Apartment 633, 6 Left Bank, Manchester, M3 3AE
Apartment 628, 6 Left Bank, Manchester, M3 3AE
Apartment 533, 6 Left Bank, Manchester, M3 3AE
Apartment 527, 6 Left Bank, Manchester, M3 3AE
Apartment 635, 2 Left Bank, Manchester, M3 3AD
Basement, 31 King Street West, Manchester, M3 2PF
Flat 48, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 31, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 2, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Flat 119, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DE
Flat 11, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
Basement, 40A King Street West, Manchester, M3 2WY
Ground Floor And First Floor, 54 - 56 Bridge Street, Manchester, M3 3BW
Wood Street Mission, 26 Wood Street, Manchester, M3 3EF
Fifth Floor, Parsonage Chambers, 3 Parsonage, Manchester, M3 2HW
Second Floor, 1 - 2 North Parade, Manchester, M3 2NH
First Floor, 76 Deansgate, Manchester, M3 2FW
9 Manera Apartments, 46 King Street West, Manchester, M3 2WN
Second Floor, 69 Bridge Street, Manchester, M3 3BQ
Tenth Floor, Alberton House, 30 St Mary's Parsonage, Manchester, M3 2WJ
Flat 47, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DD
63 Bridge Street, Manchester, M3 3BQ
Second Floor, Reedham House, 31 King Street West, Manchester, M3 2PN
First Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
Slug And Lettuce, 62 - 66 Deansgate, Manchester, M3 2EN
78 Bridge Street, Manchester, M3 2RJ
Ground Floor And First Floor, 61 Bridge Street, Manchester, M3 3BQ
First Floor, 54 - 56 Bridge Street, Manchester, M3 3BW
Ground Floor, 71 - 75 Bridge Street, Manchester, M3 2RH
Ground Floor, Manchester House, 18 - 22 Bridge Street, Manchester, M3 3BZ
Pro Medical Surgical Limited, Suite 3C Third Floor, Blackfriars House, Parsonage, Manchester, M3 2JA
36 Bridge Street, Manchester, M3 3BT
Dishoom, 32 Bridge Street, Manchester, M3 3BZ
First Floor Suite 1C, 1 - 2 North Parade, Manchester, M3 2NH
92 Deansgate, Manchester, M3 2QG
6 - 7 Butter Lane, Manchester, M3 2PD
Basement And Ground Floor, 2 - 10 St Mary's Street, Manchester, M3 2LB

2 - 10 St Mary's Street, Manchester, M3 2LB
59 Bridge Street, Manchester, M3 3BQ
Third Floor, 62 - 66 Deansgate, Manchester, M3 2EN
First Floor, 1 - 2 North Parade, Manchester, M3 2NH
Second Floor, 83 Bridge Street, Manchester, M3 2RF
Second Floor, 62 Bridge Street, Manchester, M3 3BW
126 Deansgate, Manchester, M3 2GR
Second Floor, 38 King Street West, Manchester, M3 2WZ
San Carlo Ciccetti Restaurant, House Of Fraser, 98 - 106 Deansgate, Manchester, M3 2QG
Sainsbury's, Ground Floor, 130 - 136 Deansgate, Manchester, M3 2GQ
Ground Floor And First Floor, 130 - 136 Deansgate, Manchester, M3 2QS
Third Floor Suite 303, International House, 82 - 86 Deansgate, Manchester, M3 2ER
Ground Floor, 76 Deansgate, Manchester, M3 2FW
ALEXANDRA ASSOCIATES LTD, Second Floor Offices 20-25, 83 Bridge Street, Manchester, M3 2RF
Fourth Floor, Arkwright House, Parsonage Gardens, Manchester, M3 2LF
40 - 42 King Street West, Manchester, M3 2WY
First Floor, 38 King Street West, Manchester, M3 2WZ
14 St Mary's Street, Manchester, M3 2LB
Second Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
12 - 12A St Mary's Street, Manchester, M3 2LB
Ground Floor, 52 Bridge Street, Manchester, M3 3BW
Third Floor, 83 Bridge Street, Manchester, M3 2RF
First Floor, 72 Bridge Street, Manchester, M3 2RJ
First Floor, 52 Bridge Street, Manchester, M3 3BW
Ground Floor, 65 Bridge Street, Manchester, M3 3BQ
67 Bridge Street, Manchester, M3 3BQ
Fifth Floor, Cardinal House, 20 St Mary's Parsonage, Manchester, M3 2LY
Waggon And Horses, 1 Back Bridge Street, Manchester, M3 2PB
First Floor, 71 - 75 Bridge Street, Manchester, M3 3RH
Apartment 836, 6 Left Bank, Manchester, M3 3AE
Unit B3-B4, Left Bank, Manchester, M3 3AN
Peoples History Museum, Left Bank, Manchester, M3 3ER
Sub Basement, 40 King Street West, Manchester, M3 2WY

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) -
Flood Zones Type 3 (high risk) -
Area Team Boundary - Name: CENTRAL