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City Centre Ward	Application Number 082194/FO/2007/C3	Date of Appln 27th Mar 2007	Committee Date 31 May 2007
Proposal	Erection of a 17 storey B1 office building with roof top plant room, ancillary car parking on the G Mex car park deck and a new footbridge over the Rochdale Canal		
Location	Land Bounded By Albion Street, Trafford Street And The Rochdale Canal, City,		
Applicant	N Pentith - Property Alliance Group Alliance House, Clarence Avenue, Trafford Park, M17 1QS		
Agent	HKR Architects 7th Floor, The Pinnacle, 73 King Street, Manchester, M2 4NG		

Description

The application relates to a vacant, triangular shaped, site measuring approximately 375 sq m and is situated immediately adjacent to Deansgate Locks. It has been vacant for some considerable time and is bounded by Albion Street, Trafford Street, the brick wall of Deansgate Locks and the Rochdale Canal. There are a number of listed buildings in the immediate area including Manchester Central, Deansgate Locks, the former railway viaduct and Albion Wharf. The site occupies a prominent location and is situated on a key gateway route into the city centre from the south of the conurbation.

A 17-storey office building is proposed which would have an enclosed roof top plant area. Owing to the small nature of the site and the requirement to deliver a floorplate that is economical to construct and that will be lettable in the market place, the proposed building would cantilever out over the canal towpath and over Trafford Street and Albion Street.

Access to the building would be via a new bridge that would be constructed over the canal and would be clad in clear floor-to-floor curtain wall glazing. A series of random double height solid panels would be set within the glazing on the southern elevation to assist in climate control. These panels would reduce in width and in the depth of the recess towards Albion Street. At towpath level the facade would comprise of clear glass and structural columns, clad in precast concrete, would rake out over the canal to support the cantilevered floors above. Briese soleil blades would span between the columns to give the base of the building a greater mass whilst retaining views in and out.

The north elevation would incorporate a large vertical LED display screen that could display a lighting feature or commercial advertising. This elevation would also have a solid core wall evident at ground level, which would form the front wall of the lift lobby. This wall would slice through the building behind the curtain wall glazing and continue through the roof to enclose the roof top plant room.

The curtain wall glazing would wrap around the west elevation and would terminate at a 6 metre wide, full height, structural, sheer wall clad in dark grey double height pre-cast concrete panels.

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The plant room at roof level would be clad in cast glass channels and would be lit from behind by fluorescent lights. The plant area would be roofed over with a horizontal grille.

Consultations

Engineering Services - No objections in principle.

Head of Environmental Health – No objections in principle, subject to conditions requiring further details of external plant, hours of use, servicing hours and refuse storage and collection.

Environment and Operations (Highway Authority) – no objections have been received.

Environment and Operations (Refuse/Sustainability) – no objections have been received.

English Heritage (NW Region) - No objections.

Manchester Conservation Areas and Historic Buildings Panel – “Generally, Panel members were supportive of the siting of a tall building on this site. However, some Panel members did object to the proposal, finding that it would have a negative impact on the setting of the adjacent, listed, former Central Station.

The general consensus was that an appropriately-designed quality building of the height proposed would be acceptable on this site, but that other sites along Whitworth Street would not be appropriate for tall buildings or towers.

The Panel made the following observations:-

- The proposed bridge across the canal lock appears problematic. A better solution is needed for access to the building. The bridge would create a claustrophobic situation.
- The cantilever expression at the base where it hits the G-MEX plaza level appears awkward and would be more meaningful if it was higher above the level of the plaza.
- It was felt that the new building should have a direct link to the G-MEX plaza level. A link to give access to Metro-link at this level would give the building some ‘green credentials’.
- The base of the building needs to be a ‘robust’ expression supporting the mass of the tower above. A strong response to the robust character of the adjacent arches is needed. If the ‘strength’ is the structure supporting the cantilever then this structural expression should be evident throughout the elevational treatment.
- The proposed roofscape requires a re-think. This aspect as proposed does not either have the character variation or quality of its Victorian and Edwardian neighbours, or responds to the character of its own elevational expression.
- The proposed LED screen was seen as nothing more than gratuitous and cynical advertising. This element does not integrate into the building’s design. The Panel felt strongly that this is not the location for a large advertisement.

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To summarise, whilst Panel members were split on the justification for a tower in this location, it was agreed by all that a tower would need to promote a better response to the existing grain and character of the area. The Panel saw no justification for the advertisement screen, which was considered to be 'tacky' and a source of light-pollution, offering no response to the building's architecture or a sense of place. The Panel felt that an honest expression of the tower's structural expression through the full height of the building would result in a better design and offer a better response and relationship to its historic neighbours.

Recommend – Negotiate as above.

The Panel asked to see the proposal again when re-designed.

Environment Agency - Need to review the original desk study report.

British Waterways Board - No objections in principle. BW would like a condition attached to any permission requiring a method statement to ensure the canal corridor and users are protected during construction works.

Greater Manchester Police - No objections.

GMPTE – No objections have been received.

GM Ecology Unit – No objections have been received.

GMAU – No objections have been received.

Publicity – The application has been advertised as a major application, affecting the settings of listed buildings, affecting possible rights of way and in the wider public interest, and site notices have been displayed. Neighbours in the vicinity have been notified of the application and a letter has been received from the owner of Apartment 701, The Hacienda, Whitworth Street, which faces onto Albion Street. He is objecting to the proposal on the grounds of blocking of sunlight into the apartment and impairment of view.

Issues

Regional Spatial Strategy

The proposal is consistent with Regional Spatial Strategy (RPG13) policies DP1, which give priority to the development of sites on urban areas, DP3 which promotes good design, and SP1, which promotes development in the Regional Poles.

Unitary Development Plan and Use

The proposal accords with the policies contained in the Unitary Development Plan for the City of Manchester (UDP) relating to this part of the City Centre. The scheme is considered to be consistent with policies relating to regeneration which support economic and employment development (Policies RC8, RC9, I2.1, I3.1 and 1.6), policies on Environmental Improvement and Protection

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(Policies E1.1, E1.5, E3.2 E3.5, RC4, RC7, RC18 & T3.7), along with Policy RC20 (Area 23).

Regeneration

Regeneration is an important planning consideration and is a key component of approved planning policy. Whilst a considerable amount of redevelopment has taken place around the City Centre over the past 15 years, the railway viaduct has been a psychological and physical barrier to investment in the southern part of the city centre and as such linkages to adjoining communities are not as evident or as successful as they could be. Therefore in order to continue the regeneration process and maximise and diversify the benefits that it delivers, it is necessary to strengthen connections to established parts of the central area along key routes such as Deansgate and Albion St/Lower Mosley Street. High quality developments along these routes that provide activity and improve environmental quality are a key component of this process and the Hilton Tower is a clear indication of how perceptions of an area can be transformed through this process.

At the sametime, this site is on a critical gateway route into the city centre from the national motorway network and the Airport. The entry sequence into the city centre is crucial to its overall image and people's perception of it so it is vital that it is of the highest quality.

This site is currently cleared and relatively unattractive and its impact in terms of these twin objectives of improving linkages and integration and enhancing gateway status is at best neutral but at worst negative. A high quality development on the site as proposed would have significant benefits and would continue the process of regeneration in the city. This scheme would greatly improve the environment and image of the Albion Street corridor and would help with the integration of the central spine area.

Design

The building would be relatively tall and at 17 storeys would be one of the taller buildings in the area. However, whilst the site itself is relatively small in terms of its size, its context is such, being next to the canal, the metrolink tracks and a large road junction, that there is unlikely to be any future significant development in close proximity and as such, it would enjoy a generous and spacious setting. It would be highly visible in some views but its impact would be a positive one and due to its high quality it would help to terminate and enhance these views.

The design has evolved from and responds to the irregular shape of the site. It uses high quality materials throughout, predominately glazing and has an acceptable relationship to the canal. The scheme does overhang the canal, Trafford Street and Albion Street and this does need some consideration as the principle of this not necessarily acceptable. However, bearing in mind the height at which this takes place and the specific context as mentioned above, this is considered to be acceptable. This is also an important aspect of ensuring that a high quality scheme of this nature can be delivered on this small and challenging site.

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Impact on the historic environment.

The building would affect the setting of a number of listed buildings and would be viewed from the St Peters Square Conservation Area. The application includes a visual impact assessment of the building, which indicates that the building would have an impact on the settings of the nearby listed buildings but that this impact would not be detrimental. The building would still allow views through to Manchester Central. It would reinstate built form on this site in a highly contemporary and lightweight manner that complements and does not detract from the historic buildings in the vicinity. The relationships with the listed buildings and with the St Peters Square Conservation Area are considered to be acceptable and it is important to note that English Heritage has no objection to the proposal.

The Scheme's Impact on Amenity

The proposed use for offices would be compatible with other uses in the area including the residential use in the Hacienda building on the opposite corner. An acoustic scheme has been submitted that recommends measures to prevent any noise nuisance from the building and a condition should be attached requiring further information to ensure appropriate acoustic levels from external plant and equipment are achieved. The building would be located to the north east of the Hacienda apartments and a detailed sunpath analysis has been carried out that indicates that the building would cause some overshadowing to the north elevation of the Hacienda Building only after 6 o'clock in the evening in the middle of summer. Whilst this will have an impact on some residents it is considered that this impact is not so significant as to warrant refusal of the application. The building would be located at an adequate distance from the Hacienda building and windows would not directly face the apartment windows within that building, so it is considered that there would not be a detrimental impact in terms of overlooking.

Sustainability

The Sustainable Design Objectives Statement accompanying the application outlines ways in which the proposed building has been designed to meet the Guide to Development in Manchester 2. The proposals is expected to gain a BREAAAM rating of at least 'very good'.

Access

The principle entrance to the building would be level and lifts providing full access to all floors would be provided.

TV Reception

The applicant has submitted a TV Reception report, which indicates that the development might have an impact on tv reception to properties to the south east of the site and proposes measures to mitigate any effect. A condition should be attached to require measures to be carried out should an impact occur during construction or after completion of the development.

Human Rights Act 1998 considerations - This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article

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6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents 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. He believes that any restriction on these rights posed by of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

The application is approved on the basis that the proposal is in accordance with the Unitary Development Plan for Manchester (adopted 1995), in particular policies I1.6, I2.1, I3.1, E1.1, E1.5, E2.7, E3.2, E3.3, E3.5, E3.6, E3.7, T2.6, T3.1, T3.5, T3.7, RC4, RC5, RC7, RC8, RC9, RC17, RC18, DC9, DC18, DC19, DC20, DC26 and the Small Area Framework for this area (Policy RC20 - Area 23), and there are no material planning considerations to indicate otherwise, and subject to the following conditions:

Conditions and/or Reasons

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 applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

a) Measure the existing television signal reception within the potential impact area, as identified in the Taylor Bros Installations (Bolton) Ltd TV Reception Survey dated 16 and 17 November 2006, and within an area of 500 metres radius surrounding the building, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications (OFCOM), and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the

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potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

3) Construction of the works hereby approved by this permission shall not take place until samples and specifications of the materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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, pursuant to Manchester Unitary Development Plan policy I3.1 and Objective E3.

4) The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures are to be provided to the City Council, as the Local Planning Authority.

Reason - In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development".

5) Before the development hereby approved commences, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the adopted UDP.

6) Provision shall be made, in accordance with the approved drawings and information, for the adequate storage and disposal of refuse. Such provision shall be available for use before the buildings are first occupied and shall remain in situ whilst the use or development is in use.

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Reason - In the interests of amenity and public health, pursuant to Manchester Unitary Development Plan policy E1.2.

7) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved drawings. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to Manchester Unitary Development Plan policies T3.1, T3.7 and RC18.

8) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing.

Reason - To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud.

9) Before the development hereby approved commences, a report to assess the likely extent of any ground contamination and/or ground gas being present on or affecting the site shall be submitted to and approved in writing by the City Council as local planning authority. Any necessary site investigations and remedial measures shall then be carried out in accordance with a scheme to be agreed in advance with the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Manchester Unitary Development Plan policy E3.5.

10) The development hereby approved shall incorporate measures to minimise the environmental impact and energy use of the building and shall seek to achieve a BREEAM rating of 'very good'. Written confirmation of this rating is to be submitted to and approved in writing by the City Council as local planning authority before the development is occupied, unless otherwise agreed in writing by the local planning authority.

Reason - In the interests of minimising the impact on the environment of the building, pursuant to adopted City of Manchester Unitary Development Plan policy E1.6, Regional Spatial Strategy policy ER13 and Planning Policy Statement 1 (PPS1).

11) The footpaths and the areas between the pavement and the line of the proposed buildings shall be fully reinstated in natural stone or other high quality material, the details of which shall be agreed in writing by the City Council as local planning authority, within six months, or within a timescale to be agreed in writing by the City Council as local planning authority, of any part of the development first being occupied.

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Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes , pursuant to City of Manchester Unitary Development Plan Policies E3.6.

12) Before development commences a method statement detailing how the Rochdale Canal corridor and users of the Rochdale Canal would be protected during construction works shall be submitted to and approved in writing by British Waterways and the City Council as local planning authority. The details submitted shall indicate how the water and towpaths are to be protected from contamination from construction or other materials during the development and construction periods relating to the application proposal, how the scheme will be implemented; and how it will be managed through the development period.

Reason - In the interests of amenity and to protect the Rochdale Canal and associated water environment and users.

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

1121_00_004 Revision C (Site Location Plan)
1121_00_005 Revision A
1121_00_006
1121_02_009 Revision C
1121_02_010 Revision E
1121_02_011 Revision F
1121_02_013 Revision D
1121_02_025 Revision C
1121_02_026 Revision E
1121_04_011 Revision D
1121_04_012 Revision D
1121_05_010 Revision A
1121_15_002
1121_09_001

Typical Elevational Bay section, shown in part 4.5.5 of the HKR Detailed Planning Application brochure received by the City Council as local planning authority on 12 February 2007.

Refuse and Recycling Strategy, part 5.5 of the HKR Detailed Planning Application brochure received by the City Council as local planning authority on 12 February 2007.

Reason - For the avoidance of doubt and to ensure that the development is implemented in accordance with the approved plans and information.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 082194/FO/2007/C3 held by Planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are all held by the Planning Division.

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The following residents, businesses and other third parties in the area were consulted/notified on the application:

Engineering Services
Environmental Health
Contaminated Land Section
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
English Heritage (NW Region)
Environment Agency
GMPTE
British Waterways Board
Greater Manchester Police
Greater Manchester Ecology Unit
Greater Manchester Archaeological Unit

The Roundhouse, 21 Albion Street, Manchester, M1 5LN
2B Whitworth Street West, Manchester, M1 5WZ
Enterprise House, 15 Whitworth Street West, Manchester, M1 5WG
St Peters Court, 8 Trumpet Street, Manchester, M1 5LW
56 Great Bridgewater Street, Manchester, M1 5LE
Matthews Office Furniture Plc, Albion Street, Manchester, M1 5LL
Wrendal House, 2 Whitworth Street West, Manchester, M1 5WX
14 Albion Street, Manchester, M1 5NZ
3 Trumpet Street, Manchester, M1 5LW
5 Trumpet Street, Manchester, M1 5LW
50 Great Bridgewater Street, Manchester, M1 5LE
4 Whitworth Street West, Manchester, M1 5WY
13 Whitworth Street West, Manchester, M1 5WG
4 Trumpet Street, Manchester, M1 5LW
77 Arches, Whitworth Street West, Manchester, M1 5WQ
7 Trumpet Street, Manchester, M1 5LW
11 Whitworth Street West, Manchester, M1 5WG
Trafford Street, M1 5LH: 1-10 (incl) and 13 – 17 (incl);
Hewitt Street, M15 4GB: 84 – 88 (evens); Arch 92; Arch 84;
Deansgate, M3 4LG: 343; 345; 363; 2, 382; 1 Stephenson's, 382; Stephenson's,
382; Deansgate Railway Station; The Pack Horse, 357-361;
Lock Keeper`s Cottage, 9 Century Street, Manchester, M3 4QL
Trumpet Street: 8; 12; Flats 1 – 12 (incl), 8; 5-6 Arches; Arches
City Road Inn, 14 Albion Street, Manchester, M1 5NZ
Third Floor, 21 Albion Street, Manchester, M1 5LN
16-18 Albion Street, Manchester, M1 5NZ
Whitworth Street West: 15, 17, 17 – 18, 19, Wrendal Holdings Limited; Out
There Events, Wrendal House; Wrendal House; Next, 35-37; The Green Room,
54-56; New World Payphones 0161 236 7037 Outside Ncp Car; Signways
Junction Oxford Street; St Marys Hospital Site; Deansgate Locks;
The Hacienda, 11 - 15 Whitworth Street West, Manchester, M1 5DD;
The Hacienda, 11 - 15 Whitworth Street West: Flats G1 – G17 (incl); 101 – 122
(incl); 201 – 222 (incl); 301 – 322 (incl); 401 – 422 (incl); 501 - 520 (incl); 601 –
606 (incl); 608 – 621 (incl); 701 – 703 (incl); 801 – 805 (incl); 901 – 904 (incl);
1001; 1002; 1101;
Central Station, Watson Street, Manchester, M2 5QA
21 Albion Street, Manchester, M1 5LN
Britons Protection, 50 Great Bridgewater Street, Manchester, M1 5LE

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Lawrence House, 8 Albion Street, Manchester, M1 5NZ
Westhawk Ltd, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
The City Road Inn, 14 Albion Street, Manchester, M1 5NZ
The Briton's Protection, 50 Great Bridgewater Street, Manchester, M1 5LE
Service Point Uk Ltd, 4 Whitworth Street West, Manchester, M1 5WY
A G P Architects Ltd, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
The Lock Restaurant & Bar, Deansgate Locks 7-9a, Whitworth Street West, Manchester, M1 5LH
Prada Society Cafe, Deansgate Locks 7a-9, Whitworth Street West, Manchester, M1 5LH
Loaf, Deansgate Locks 3a-5, Whitworth Street West, Manchester, M1 5LH
The Comedy Store, Deansgate Locks 1a-5a, Whitworth Street West, Manchester, M1 5LH
C P Hart Ltd, Deansgate Locks, 1 Whitworth Street West, Manchester, M1 5LH
M G Mechanical Services, 82 Hewitt Street, Manchester, M15 4GB
G T Autos, 88 Hewitt Street, Manchester, M15 4GB
5 Century Street, Manchester, M3 4QL
Deansgate Hot Food, 343 Deansgate, Manchester, M3 4LG
Atlas Deli, 345 Deansgate, Manchester, M3 4LG
First North Western, Deansgate Railway Station, Deansgate, Manchester, M3 4LG
Emporia Enterprises, 2b, Whitworth Street West, Manchester, M1 5WZ
Jury's Inn, 56 Great Bridgewater Street, Manchester, M1 5LE
Mitchell Consulting, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
Aqua Cafe Bar, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
Kickstart Motorcycles, 86 Hewitt Street, Manchester, M15 4GB
Sol Acoustics, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
Matrix (uk) Ltd, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
Miller Walmsley Consulting, Miller House, Trumpet Street, Manchester, M1 5LW
Edmond Shipway, Lock Keeper's Cottage, 9 Century Street, Manchester, M3 4QL
Montpellier Group Property Division, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
11 Whitworth Street West: G01 – G05 (incl); G15 – G17 (incl); 101 – 107 (incl); 117 – 122 (incl); 201 – 207 (incl); 217 – 222 (incl); 301 – 322 (incl); 401 – 407 (incl); 417 – 422 (incl); 501 – 506 (incl); 516 – 520 (incl); 601 – 607 (incl); 618 – 621 (incl); 701 – 703 (incl); 801 – 805 (incl); 901 - 904(incl); 1001, 1002, 1101;
The Hacienda, 15 Whitworth Street West: G06 – G14 (incl); 108 – 116 (incl); 208 – 216 (incl); 308 – 316 (incl); 408 – 416 (incl); 507 – 515 (incl); 608 – 616 (incl);
21 Albion Street, Manchester, M1 5DA
Jefferson Sheard E G S, The Hacienda, 21 Albion Street, Manchester, M1 5DA
503, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE
605, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE
N G S Finance, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
Fat Cat, Deansgate Locks, Whitworth Street West, Manchester, M1 5LH
617, 11 Whitworth Street West, Manchester, M1 5DD
501, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE
Hilton Manchester Deansgate, Wrendal House, 2 Whitworth Street West, Manchester, M1 5WY
606, The Hacienda, 15 Whitworth Street West, Manchester, M1 5DE
M J I Consulting, Albion Wharf, 19 Albion Street, Manchester, M1 5LN
Concept Australia Ltd, Albion Wharf, 19 Albion Street, Manchester, M1 5LN

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Bauer Millett & Co Ltd, Lawrence House, 8 Albion Street, Manchester, M1 5NZ

Representations were received from the following third parties:

Engineering Services
English Heritage (NW Region)
Environment Agency
British Waterways Board
Greater Manchester Police
James Softley, Apartment 701, The Hacienda, 11-15 Whitworth Street West,
Manchester

Relevant Contact Officer: : Lucy Harrison
Telephone No. : (0161) 234 4651
Email : l.harrison1@manchester.gov.uk