

Application Number	Date of Appln	Committee Date	Ward
085829/FO/2008/N1	22nd Feb 2008	24th Jul 2008	Ancoats And Clayton Ward

Proposal Erection of mixed use building (part 15, part 13, part 10 storey) to accommodate 699.5 sq. m of commercial space (Use Classes A1 (shop), A2 (financial and professional services) and B1 (offices)), 134 no. apartments, 34 parking spaces (basement and ground floor) and associated boundary treatment

Location 13-17 Rochdale Road, Ancoats, Manchester, M4 4HS,

Applicant Space Developments Ltd, C/o Agent

Agent Turley Associates The Chancery, 58 Spring Gardens, Manchester, M2 1EW

Description

The Site - This application relates to a site measuring 0.12ha in area that is located at 13-17 Rochdale Road, just north of Manchester City Centre. The site is bounded to the sides by Kenwright Street and Angel Street and to the rear of the site is an informal surface car park used by staff based at the nearby CIS Tower on Miller Street. The site is currently vacant although there was previously a commercial building of 2 storeys in height. This building was demolished in October 2007. The area surrounding the application site has gone through a period of transformation over the last few years as since 2000 several consents have been issued for new residential development in the area (conversions and new build) that has seen the previous commercial/industrial nature of the area all but disappear. The site has an extant consent for a new 6 storey mixed-use residential building that would accommodate 43 no. apartments (15 no. 1-bed apartments and 28 no. 2-bed apartments), 1 no. A1/A3 commercial unit and 43 no. parking spaces at basement level. This development was approved in March 2007 under application 081552. Rochdale Road is a major arterial route into and out of the City Centre.

The Proposal - Planning permission is sought for the erection of a mixed use building (part 15, part 13, part 10 storeys) to accommodate 699.5 sq. m of commercial space (Use Classes A1 (shop), A2 (financial and professional services) and B1 (offices)), 134 no. apartments, 34 parking spaces (basement and ground floor) and associated boundary treatment.

The proposed building would be split into 3 main sections. Firstly, a 15 storey element would front Rochdale Road. This would accommodate 4 storeys of commercial space from ground to 3rd floor (fronting Rochdale Road) and then residential accommodation above. To the rear of the site would be a 10 storey element and the middle of the site would consist of a 13 storey element. Of the 134 apartments proposed within the development, 43 no. would be 1-bed, 78 no. would be 2-bed and 13 no. would be 3-bed. The commercial space would be accessed from an entrance on the corner of Kenwright Street and Rochdale Road, whereas the residential accommodation would be accessed from Angel Street. The basement car park would be accessed from Kenwright Street and

the ground floor car park would be accessed from Angel Street. Each apartment would have its own balcony and also 2 areas of private rooftop amenity space are proposed. In terms of the materials proposed for the elevations, these would include red facing brick panels, natural grey metal interlocking panels, a glazed curtain walling system and rainscreen cladding. The 4 levels of commercial space fronting Rochdale Road would be fully glazed, thereby creating a glass podium to the Rochdale Road elevation. All parts of the development would be fully accessible and 20% of apartments would be capable of being adapted to the requirements of wheelchair users, to be in line with Design for Access 2.

Consultations

Neighbours - Occupiers of properties surrounding the application site were notified of the proposal. 1 letter of representation was received where the main issues of concern relate to the height of the proposed building and the fact that it would be out of character in the area, and the limited on-site car parking available.

Head of Engineering – Initially made a number of comments that the applicant should address to make the scheme acceptable in terms of highway and pedestrian safety, but also stated that a travel plan should be implemented in conjunction with MCC, the amount of car parking proposed is inadequate so alternatives must be sought, a split between the commercial and residential parking spaces must be identified, and the vehicular servicing strategy is inadequate as re-use of the existing lay-by is inappropriate (due to it being too remote from relevant building areas). Following negotiations, the vehicular servicing strategy proposed is now acceptable.

Head of Regulatory and Enforcement Services (Pollution Section) - Initially stated that conditions relating to delivery and servicing hours, hours of operation for the commercial units, external lighting, noise insulation of both the building and external equipment, and refuse storage and collection should be applied to any approval granted. Noise insulation of the building has now been dealt with and a satisfactory scheme put forward.

Head of Regulatory and Enforcement Services (Contaminated Land Section) - Stated that a condition relating to the investigation and remediation of any contaminated land at the site should be applied to any approval granted

Director Of Housing - No representations received

Director of Environment & Operations (Highway Authority) – has made detailed comments relating to storage of materials, ensuring the highway is kept clear of mud, drainage, highway works and vehicular access routes.

North Manchester Regeneration Team - Stated that the residential mix includes over 30 no. 1-bed units which is well above the normal acceptable level and the number of parking spaces seems much lower than the accepted level. They also want to ensure that a scheme of the highest quality is achieved on this highly prominent site in terms of impact on the townscape of the area .

English Heritage (NW Region) - Do not wish to offer any comments on this occasion

Environment Agency – Have no objection in principle and would favour option 2 from the drainage strategy which includes the use of a green roof (SUDS)

Commission For Architecture And The Built Environment – Are unable to comment due to limited resources

GMPTTE - Stated that the site is well located in relation to public transport, so future residents and employees of the proposed development would therefore have access to a choice of travel mode which should help to reduce the amount of car travel otherwise generated by this development. The use of this site for high density residential development is also supported as it maximises the benefits of the site's public transport accessibility. Furthermore the close proximity to the city centre should also help to reduce the need to travel as access to many facilities, services and employment is available within walking / cycling distance of the site. It is encouraging to note the relatively low level of car parking provision accompanying the application; this should also help reduce the amount of car travel that could otherwise be associated with this development. The allocation of car parking at this site reflects a good commitment to sustainable patterns of travel. Although the site is accessible by public transport, GMPTTE would expect a Travel Plan to accompany this planning application in order to encourage future occupants to use sustainable modes of travel. The Travel Plan should aim to maximise the benefits of the site's location in relation to the public transport network; to reduce the number of car journeys that could otherwise be generated by this development, and also to seek to facilitate access by means other than the car. It is suggested that any development, submission, implementation and monitoring of the Travel Plan Framework be attached as conditions of planning consent.

Greater Manchester Police - Have no issues with the proposals

Greater Manchester Ecology Unit - The application includes an ecological assessment and a Black Redstart survey. These indicate the site has little ecological value, with the exception of the trees on the edges of the site. Provided that the protection measures outlined in the assessment are followed and that if any works needed on the trees are undertaken outside the main bird breeding season (March to July inclusive), there should be no ecological issues associated with this application. They would also recommend that the ecological enhancement measures outlined in the ecological assessment are required through planning conditions.

Natural England - No bat survey has been undertaken so if bats are discovered at any stage of the development, work must stop immediately and the advice of a licensed bat worker sought. As there is no survey and the absence of bats cannot be assumed, Natural England would welcome any enhancement opportunities by way of bat boxes and sympathetic lighting during the construction and operation phases of the development. Breeding birds have been considered as no concern as demolition work is due to start outside the breeding season, although the demolition date has not been supplied. Given that no survey or mitigation proposal has been supplied, Natural England advise that a condition should be attached to any permission granted which states that no demolition work is to be undertaken between the months of March-August inclusive, and that outside of these months, demolition work is undertaken with

care to ensure no harm is caused to any breeding birds which may still be present. Natural England would also welcome measures which will enhance and mitigate for any loss of breeding habitat, e.g. the erection of bird boxes, and ensure that any new planting in the roof gardens/green roofs will include native, berry bearing species which also support a range of insects. Natural England support the interest that the developer has shown to incorporate a green roof or roof garden into the proposal, and hope that this interest is fostered. Natural England would welcome 100% native species to be planted, rather than the 50% - 70% proposed. Should any protected species be subsequently found on the site, all work should stop until further surveys for the species are carried out and a suitable mitigation package for the species is developed.

Manchester Airport Safeguarding Officer – Have no objections

Environment & Operations (Refuse & Sustainability) - No representations received

Travel Change Team – Are not satisfied with the submitted travel plan as it is purely a statement of intent and contains no reference to review and monitoring procedures and ownership. It is a standard framework document and there needs to be a real commitment to the development of a fully fledged travel plan, how it will be managed and how it will be reviewed and monitored as well as more detailed initiatives and measures.

Issues

National Policy

Planning Policy Statement 1: Delivering Sustainable Developments (2005)

PPS1 encourages the promotion of urban regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Sustainable development is the core principle underpinning planning and this can be defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. PPS1 states that planning should facilitate and promote sustainable and inclusive patterns of urban development by ensuring high quality development through good and inclusive design and ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities. Local Authorities should promote development that creates socially inclusive communities, including suitable mixes of housing. Development should deliver safe, healthy and attractive places to live. PPS1 places great emphasis on Design and states that good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Authorities should strive to achieve high quality and inclusive design from all developments. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. Developments should ensure a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development.

Planning Policy Statement 3: Housing (2006)

PPS3 provides guidance on issues such as design quality, residential mix and affordable housing. In terms of design quality, schemes should create places, streets and spaces which would meet the needs of people, and be visually attractive, safe, and accessible. PPS3 states that the Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, and in a community where they want to live. To achieve this, the Government is seeking, amongst other things to achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community. It also wants to widen opportunities for home ownership and ensure the availability of high quality housing for those who cannot afford market housing, and also improve affordability across the housing market, including by increasing the supply of housing. As PPS1 above, PPS3 is also very clear on achieving high quality housing through good design. It explains that good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities. PPS3 states that new housing should be integrated with, and complement, neighbouring buildings and the local area more generally in terms of scale, density, layout and access. PPS3 also concentrates on achieving an appropriate mix of housing.

Regional Policy

Regional Planning Guidance for the North West RPG13 (2003)

Until the RSS for the North West is formally adopted, RPG13 will remain the main policy document for the North West Region. The approach towards housing is one that emphasises better quality in both the housing stock and residential environments. Policy DP3 addresses quality in new development and explains that new development must demonstrate good design quality and respect for its setting.

Local Policy

The Unitary Development Plan for Manchester

Policies H2.2 and H2.7 relate to Housing. Policy H2.2 states that the Council will not allow development which will have an unacceptable impact on residential areas. The matters that the Council will consider will include the scale and appearance of the development, traffic generation and road safety. Policy H2.7 states that new housing schemes will be expected to be of a high standard of design and make a positive contribution towards improving the City's environment. Policy I3.1 relates to Employment and Economic Development and states that new commercial development will be expected to be of a good standard of design. Policy E3.3 relates to Environmental Improvement and Protection and states that the Council will upgrade the appearance of the City's major radial and orbital roads which will include encouraging development of the highest quality. Policy T2.4 relates to Transport and says that developments will be expected to make adequate provision for their car parking requirements. For the reasons outlined below, it is considered that the proposed development is not acceptable in terms of its scale or

appearance, would not be of a high standard of design, would not contribute towards improving the City's environment, would be detrimental to visual amenity and views along a gateway route, and would have insufficient car parking and therefore compromise highway safety. The proposed development is therefore inconsistent with UDP policies H2.2, H2.7, I3.1, E3.3 and T2.4.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (adopted April 2007)

Planning Policy Statement 3 'Housing' states that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques. In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide outlines that design should respect and be informed by location, and therefore have full regard to its context and the character of the area. Buildings should front onto streets, relate well to each other and building height should be carefully considered.

Housing Development Pipeline: Planning Response

This report was approved by Executive Committee in September 2006 and deals with future housing supply in the City and the City's aspirations. It was approved as an interim policy approach in advance of the development of the Local Development Framework Core Strategy. It states that it is important that new homes are sustainable in the long term by having the flexibility to respond to different life circumstances. They should therefore be of sufficient size to allow for adaptation. It also sends out a clear message that the City Council will not support proposals for high density, apartment led developments outside of the City Centre and its fringes.

North Manchester Strategic Regeneration Framework

This Framework states that the restoration of stability in North Manchester's housing market is a fundamental goal of the Strategy. It states that creating a strong housing market with healthy and sustainable demand is crucial. A wide choice of housing in terms of quality, tenure and affordability, which meets the current and future aspirations of existing residents is required. The Framework states that one of the main issues in North Manchester is that there is a shortage of large, high quality, more expensive housing and an excess of small, low value homes. In the Collyhurst area, the objective for the housing strategy is to create family accommodation across a range of tenures and values.

Height, scale, massing and elevational treatment

Along this stretch of Rochdale Road, as is the case with other similar arterial/radial roads in the areas, the urban form typically consists of 3-7 storey buildings built to the back of pavement. 7 storeys is however considered to be exceptional as the general form of buildings is 3-5 storeys giving a 'street wall' concept. It is the case that Rochdale Road has some exceptions to this rule, but it is considered that these should remain as exceptions, as landmark buildings. It would be inappropriate to accept all buildings on the road frontage to be constructed to the same or similar height as the exceptions as they would no longer retain the status of exceptions in urban design terms.

There is an extant permission on this site for a 6 storey building on the site. This was negotiated so that the proposed building would form a comfortable relationship with existing and proposed 'street wall' buildings on Rochdale Road. The proposed building greatly exceeds that height. Not only would the proposed building create a street wall of 15 storeys, but as the building extends deep into the site, in effect there would be 2 buildings visually. It is considered that they would be so heavily linked that the overall architectural massing would be inappropriately large and the proposed building in its entirety is viewed as excessive.

In terms of architectural expression, this is considered to be inappropriate in the context of the main road frontage in so far that a contained 'box' is proposed to be raised 4 storeys off the ground with a lightweight glass expression to the lower level. The heavier masonry box looks uncomfortable being supported on glass as the box should be seen to be supported from the ground. In addition, there is a strong horizontal expression to parts of the box and it is considered that this does not relate to the surrounding context or the character of the wider area. The proposal would appear to be an architectural expression imported from elsewhere without any contextual justification.

The Planning Statement submitted with the application states that the new building would "create a new landmark at this important gateway site on the edge of the city centre". As stated above, taller buildings are present on Rochdale Road, but these are considered to be exceptions. It is considered that there is no justification for another landmark building in this location.

The mix of accommodation

134 apartments are proposed at the site. Of these, 43 no. would be 1-bed, 78 no. would be 2-bed and 13 no. would be 3-bed. The submitted Planning Statement considers this to be appropriate as it would provide a range of house types and the 13 no. 3-bed units would encourage family occupancy within the building. The Statement also says that the smaller apartments have been included in order to widen the choice of unit size within the development, particularly for professionals on lower incomes. Whilst this may be the case, it is considered that the surrounding area already has an adequate supply of smaller apartments and so the City Council is encouraging the development of larger residential units, so as to promote sustainable communities and decrease the risk of a transient population within developments. It is considered that the high proportion of 1-bedroom apartments within the development is excessive and it would fail to contribute to the City Council's aim of promoting sustainable developments.

Affordable Housing

The scheme was presented to the City Council's Site Appraisal Group (SAG) to determine what level/type of affordable housing should be provided at the site. It was advised that the scheme should accommodate 20% intermediate (shared ownership) housing and that such units should be located randomly throughout the development, not concentrated on one floor or in one part of the building. In the supporting Planning Statement, it is stated that due to the significant amount of affordable social housing in the vicinity of the site, it is not considered necessary to provide any affordable housing within the proposed development. The applicant's agent has also made reference to the 'Exceptions' section in the City Council's 'Providing for Housing Choice Planning Guidance' where it states

that a lower proportion of affordable housing may be permitted where material considerations indicate that this would be appropriate. Such circumstances would include where there is a high level of affordable housing in the immediate area, there is either a high proportion of socially rented housing or low house prices in the immediate area compared to average incomes, and a legally binding agreement had been reached on land values by 1 December 2007 which had not incorporated the cost of affordable housing. The applicant's agent has stated that a 20% requirement for affordable housing could not have been foreseen when the land was acquired by the applicant in March 2007 and the issue of 20% affordable housing was not raised in the pre-application meetings that took place. Due to the above, following the requirement from SAG to provide affordable housing within the scheme, no such provision has been forthcoming.

Amenity Space

Each apartment would have its own balcony and 2 no. roof terraces are proposed. Although a small amount of private amenity space is proposed within the development, it is felt that the amount proposed for a development of this size is of concern.

Car and Cycle Parking

34 no. car parking spaces are proposed at the development which equates to a 25% provision for the residential element of the scheme. The submitted Planning Statement states that a minimum of 2 of these spaces would be used by Whizz Go car share vehicles, although this could be increased to a total of 8 no. spaces. Space for at least 67 no. bicycles is also proposed within the development at ground level. The applicant's agent has stated that the site is close to public transport interchanges (e.g. Victoria Station and the Shudehill Transport Interchange) and that a number of bus services run along Rochdale Road passed the site. Although this is the case, it is still considered that the number of car parking spaces proposed is insufficient for the quantum of development proposed and this would be detrimental to residential amenity within the area and highway safety due to the fact that future occupiers would have to park on surrounding streets. In addition, it should be noted that the travel plan submitted with the development is inadequate and so the applicant has failed to demonstrate how the low level of parking proposed and the potential problems that would ensue would be mitigated.

Sustainability

The development aims to achieve Code for Sustainable Homes Level 3 for the residential element and a 'very good' BREEAM rating for the commercial space. The development also aims to meet the City's requirements of 20% of on-site energy to be provided from renewable sources.

The scheme's contribution to regeneration

It cannot be denied that new development at the site would aid regeneration in the area as it would bring life back to a vacant site and would create a certain amount of jobs due to the commercial space proposed. However, it is considered that the negative aspects/effects of the scheme outweigh the positive effects the scheme would provide in terms of regeneration in the area.

Vehicular Access and Servicing

Following negotiations, this is considered to be acceptable.

Crime and Security

A Crime Impact Statement was submitted with the application and Greater Manchester Police have confirmed that they have no issues with the scheme from a security perspective.

Accessibility

The development would be fully visitor accessible throughout. 4 fully accessible car parking spaces are proposed and 20% of the apartments would be capable of being adapted to DFA2 standards.

Ecology

The submitted Planning Statement says that as there are no existing trees on the site and all previous buildings have been cleared, there is no potential for bats to be present on the site. In terms of Black Redstarts, a survey undertaken has demonstrated that the site is unlikely to provide favourable habitat as it lacks the loose material they favour, but that a further survey should be carried out during the nesting season to confirm this.

Micro-climate

A desk top wind assessment has concluded that wind conditions at street level should be suitable for standing or seated pedestrians, however some mitigation would be required around the entrance points to the building.

Archaeology

An assessment undertaken has stated that there is high potential for archaeological remains from the 18th and 19th centuries to be present at the site. Therefore, if the application were to be approved, an appropriate condition to deal with this would be needed.

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

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

Recommendation REFUSE

Conditions and/or Reasons

1) The proposed development, by reason of its excessive height, scale and massing and inappropriate elevational treatment would relate poorly to, and be out of scale with, surrounding properties, would have an unacceptable appearance in the streetscene and would therefore be detrimental to the urban form of, and visual amenity in, the area and views along a gateway route. For these reasons, the development would be inconsistent with policies H2.2, H2.7, I3.1 and E3.3 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, policy DP3 of the Regional Planning Guidance for the North West (RPG13), and guidance contained within Planning Policy Statement 1: Delivering Sustainable Developments and Planning Policy Statement 3: Housing.

2) The development would have an insufficient level of off-street car parking that would not meet the needs of future occupiers and the applicant has failed to demonstrate alternative measures through an appropriate travel plan. For these reasons, the development is considered to be unacceptable due to the detrimental impact it would have on residential amenity in the area and highway safety, and would be inconsistent with policies H2.2 and T2.4 of the Unitary Development Plan for the City of Manchester.

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: 085829/FO/2008/N1 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 held by the Planning Division.

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

Engineering Services
Environmental Health
Contaminated Land Section
Director Of Housing
Environment & Operations (Highway Authority)
North Manchester Regeneration Team
English Heritage (NW Region)
Environment Agency
Commission For Architecture And The Built Environment
GMPTE
Greater Manchester Police
Greater Manchester Ecology Unit
Natural England
Manchester Airport Safeguarding Officer
Environment & Operations (Refuse & Sustainability)
Travel Change Team
95 High Street, Manchester, M4 1HQ

97 High Street, Manchester, M4 1HQ
Usman Fashions, 11 Dyche Street, Manchester, M4 4BQ
17 Dyche Street, Manchester, M4 4BQ
7 Rochdale Road, Manchester, M4 4HS
90 Shudehill, Manchester, M4 4AF
92 Shudehill, Manchester, M4 4AF
94 Shudehill, Manchester, M4 4AF
Realty Estates Ltd, 25 Rochdale Road, Manchester, M4 4HT
11 Mason Street, Manchester, M4 5FT
30-38, Swan Street, Manchester, M4 5JG
Cloud Nine, 56 Swan Street, Manchester, M4 5JU
W A S P Studios, 30a, Mason Street, Manchester, M4 5EY
Royal Exchange Theatre, 47-51, Swan Street, Manchester, M4 5JY
Start Agency, 66 Swan Street, Manchester, M4 5JU
Bank Of Baroda, 50 Swan Street, Manchester, M4 5JU
The Hat & Feathers, 39 Mason Street, Manchester, M4 5FX
Lucky Knitwear, 2 Hatter Street, Manchester, M4 5FZ
M Malik & Co, 34 Mason Street, Manchester, M4 5EZ
32 Mason Street, Manchester, M4 5EY
28 Mason Street, Manchester, M4 5EY
Supreme Finance, 58 Swan Street, Manchester, M4 5JU
G I C Recoveries, PO Box 4223, Manchester, M60 0WJ
Approved Repairer Invoicing, PO Box 4233, Manchester, M60 0WH
Group Solutions Administration, PO Box 4254, Manchester, M60 0WF
Merit Smart, 36 Mason Street, Manchester, M4 5EZ
Greater Manchester County Record Office, 56 Marshall Street, Manchester, M4 5FU
On Ya Byke, 40 Swan Street, Manchester, M4 5JG
1 Mason Street, Manchester, M4 5FT
Dallas Knitwear Ltd, 2 Rochdale Road, Manchester, M4 4JR
The Manchester Futon Co, 38 Mason Street, Manchester, M4 5EZ
Young Mode Manchester Ltd, 46 Marshall Street, Manchester, M4 5FU
Lucky Knitwear Ltd, 53 Marshall Street, Manchester, M4 5FU
13 Mason Street, Manchester, M4 5FT
39-45, Swan Street, Manchester, M4 5JZ
Good Look Knitwear, 55 Cable Street, Manchester, M4 5DF
45 Addington Street, Manchester, M4 5EU
Priority Travel Club, John Swift Building, 19 Mason Street, Manchester, M4 5FT
6 New George Street, Manchester, M4 4AE
10 Rochdale Road, Manchester, M4 4JR
12 Rochdale Road, Manchester, M4 4JR
Javed Signs Ltd, 53 Marshall Street, Manchester, M4 5FU
Alfred Mcalpine, Site Office, Goadsby Street, Manchester, M4 5AH
Sigma Property Ltd, 30 Mason Street, Manchester, M4 5EY
Oak Properties, 30 Mason Street, Manchester, M4 5EY
89 High Street, Manchester, M4 1HQ
91 High Street, Manchester, M4 1HQ
93 High Street, Manchester, M4 1HQ
99 High Street, Manchester, M4 1HQ
103 High Street, Manchester, M4 1HQ
62 Shudehill, Manchester, M4 4AA
66 Shudehill, Manchester, M4 4AA

Edenvale Property Management Uk Ltd, John Swift Building, 19 Mason Street, Manchester, M4 5FT
Nosh, 77 Shudehill, Manchester, M4 4AN
Residents at 49 Goulden Street
Residents at 50 Goulden Street
Residents at 101 High Street, Manchester M4 1HG
2 New George Street, Manchester, M4 4AE
4 New George Street, Manchester, M4 4AE
Accounts Payable Invoices, PO Box 4248, Manchester, M60 0WG
Residents at 18 Sharp Street, Manchester, M4 4BF
Greater Manchester Hazards Centre, 23 New Mount Street, Manchester, M4 4DE
Silk Productions Ltd, 23 New Mount Street, Manchester, M4 4DE
14-16, Rochdale Road, Manchester, M4 4JR
Quay Computing Ltd, 23 New Mount Street, Manchester, M4 4DE
2 Simpson Street, Manchester, M4 4BH
Residents at the Tobacco Factory Phase 2, 2 Naples Street, Manchester, M4 4DH
Residents at 5 Ludgate Hill, Manchester, M4 4TG
Residents at the Ophthalmic Works, Naples Street, Manchester, M4 4DB
Residents at 33 Simpson Street, Manchester, M4 4BG
Residents at 5 Ludgate Hill, Manchester, M4 4TG
Verde Floral, 14a, Rochdale Road, Manchester, M4 4JR
Dylan Harvey Properties & Investments Ltd, 1 Damaz Building, Sharp Street, Manchester, M4 4BZ
Social City Enterprise, 14a, Rochdale Road, Manchester, M4 4JR
Residents at 25 Simpson Street, Manchester, M4 4AS
Residents at the Krupa Building, 19 Sharp Street, Manchester, M4 4BZ
Residents at 10 Naples Street, Manchester, M4 4AR
J V C, 23 New Mount Street, Manchester, M4 4DE
P C Help, 23 New Mount Street, Manchester, M4 4DE
64 Shudehill, Manchester, M4 4AA
Any Mobile U Want Ltd, 23 New Mount Street, Manchester, M4 4DE
Thinkdata, 23 New Mount Street, Manchester, M4 4DE
Residents at the Damaz Building, Sharp Street, Manchester, M4 4BZ
Sol Leisure Ltd, 23 New Mount Street, Manchester, M4 4DE
Making Spaces, 23 New Mount Street, Manchester, M4 4DE
Clarion Finance Ltd, 23 New Mount Street, Manchester, M4 4DE
Apartment 1213, Jefferson Place, 1 Fernie Street, Manchester, M4 4BN
Apartment 1703, Jefferson Place, 1 Fernie Street, Manchester, M4 4BN
Apartment 708, Jefferson Place, 1 Fernie Street, Manchester, M4 4BN

Representations were received from the following third parties:

Engineering Services
Environmental Health
Contaminated Land Section
Environment & Operations (Highway Authority)
North Manchester Regeneration Team
English Heritage (NW Region)
Environment Agency
Commission For Architecture And The Built Environment
GMPTE

Greater Manchester Police

Greater Manchester Ecology Unit

Natural England

Manchester Airport Safeguarding Officer

Travel Change Team

Ruth Guest, Apartment 603, The Linx, 25 Simpson Street, Manchester

Relevant Contact Officer : Carolyn Parry
Telephone number : 0161 234 4022
Email : c.parry@manchester.gov.uk