

Application Number	Date of Appln	Committee Date	Ward
089669/FO/2009/C1	15th May 2009	23rd Jul 2009	City Centre Ward

Proposal Proposed footbridge within Manchester as part of creation of a bridge link across the River Irwell between Manchester and Salford

Location Land Bounded By The River Irwell, Cathedral Approach, Victoria Bridge Street, Chapel Street And Greengate, Manchester, ,

Applicant Mr Nik Puttnam , Central Salford URC, Emerson House, Albert Street, Eccles, Manchester, M30 0TE,

Agent Mr Guy Denton, Whitelaw Turkington, Globe Quay, 16 Globe Road, Leeds, West Yorkshire, LS11 5QG,

Description

The proposal forms part of a scheme for the provision of a new pedestrian bridge across the River Irwell from Victoria Street, in Manchester, to Greengate, in Salford. This application seeks planning permission for that part of the bridge that lies within the City of Manchester boundary. The bridge forms part of major redevelopment proposals for the former Exchange Station site and public realm improvements associated with the broader Greengate development, both within Salford, and would create a direct link to the historic and retail core of Manchester City Centre.

The application site includes pedestrian footways and road crossings in the area between the River Irwell and Manchester Cathedral although allied works within this area is not specified at this time.

The bridge itself would be formed as a box structure with substantially glazed balustrade detail, and would run parallel to Victoria Bridge (a grade 2 listed structure) landing in Manchester at the current level of Victoria St. The landing point would require removal of the existing brick parapet to the river wall and a piled concrete foundation located within the 'Cathedral Arches' located below Victoria St at this point.

The gradient on the bridge (it falls from the higher Manchester side down to the Salford side) would be 1 in 20 and lighting within the bridge is also proposed. The application site lies within the Cathedral Conservation Area and is near to the listed Manchester Cathedral, Chethams School of Music, and Victoria Bridge. The current proposals are a revision to a scheme previously granted planning permission and conservation area consent (application refs 080817 and 080818) in September 2007.

An application for conservation area consent, 089941, for the removal of the brick parapet wall adjacent the river is also on this agenda.

In addition to the planning application forms, certificates, notices and drawings, a Design and Access Statement Statement and Heritage Assessment have been submitted in support of the planning application. Also submitted in support are;

- an archaeology assessment
- an ecology survey
- an air quality assessment
- a flood risk assessment
- structural survey of Cathedral Vaults
- a transport survey
- a ground investigation report.

Consultations

The application was advertised in the press and on site, on 26 May 2009, as being of public interest and close to listed buildings, and occupiers of nearby accommodation notified.

Three letters of support have been received identifying the positive benefits of regeneration and support for further investment in the area that improved linkages between the Cities of Manchester and Salford will bring. The need to identify how the bridge is linked into the larger context of future plans for Victoria St and Deansgate is also identified.

- Head of Regulatory and Enforcement Services - no objections.
- Greater Manchester Police, Design for security - no objections.
- Manchester Conservation Areas and Historic Buildings Panel - commented that should the need for the bridge be demonstrated the current proposal was too close to the listed Victoria Bridge and was an inelegant design. The Panel suggested that moving the landing point further north on Victoria St would be more interesting design and landing point. Alternatively a lower level bridge would have a better relationship with the levels within Salford, allow a better relationship to river levels and could be integrated with movement along the river itself, and could utilise the Cathedral Arches as an entry point into the Manchester.
- Environment Agency - no objections.
- Greater Manchester Ecology Unit - no objections but requests that should protected species such as bats be found during development works of the river wall that work should cease and advice sought from a suitably qualified consultant.
- GMAU - recommends a planning condition requiring an agreed programme of archaeological investigation,
- Network Rail - no objections.

Issues

National Policy

Planning Policy Statement 1 (PPS1): Creating Sustainable Communities

PPS1 encourages the promotion of urban and rural 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. Policies should promote mixed-use developments that create linkages between different uses and create more vibrant places. The principle of this development involves urban regeneration, a quality and safe scheme that would help to create a more vibrant place and is considered to be in accordance with PPS1 by creating linkages between different uses and a more vibrant location.

Planning Policy Statement 6 (PPS6): Planning for Town Centres

PPS6 is firmly based on the principles of sustainable development and the need to sustain and enhance the role of City Centres for the benefit of all. Key issues include the need to plan for growth and growing City Centres, to tackle exclusion by ensuring access for all to a wide range of everyday goods and services and to promote sustainable patterns of development and less reliance on the car. The proposal is within the heart of the conurbation and would improve connectivity between areas in a highly accessible location to the City's core historic and commercial areas. It would be consistent with PPS6 and would enhance the role of the City Centre and promote a sustainable pattern of development.

Planning Policy Guidance Note 15 (PPG15): Planning and the Historic Environment

PPG15 states that in considering an application there is a need to have special regard to certain matters, including the desirability of preserving the setting of listed

buildings and the character of conservation areas. Whilst removal of part of the existing riverside wall, to allow a new footbridge to be created, will be noticeable within the street scene the extent of the opening is limited and the intention is to rebuild the wall either side in a more interesting form than the current brick structure. Taking this into account, and the fact that the changes would be seen within the very open aspect of this part of the conservation area, it is considered that any impact on the setting of nearby listed buildings and the conservation area would be acceptable and the proposal would enhance the character of the area by opening up views to Victoria Bridge and the River Irwell. The proposal is therefore considered that to comply with guidance within PPG15.

Planning Policy Guidance Note (PPG13): Transport

The scheme would be located close to all public transport facilities within the City centre, would help to reduce the need to travel by car and make it safer and easier for people to access the area by public transport, walking and cycling and would therefore be consistent with PPG13.

North West of England Plan, Regional Spatial Strategy (RSS)

The RSS was adopted in September 2008 and replaces the previously published Regional Planning Guidance. The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. There are policies in the RSS that are relevant to this proposal as note below:

Policy DP2 - Promote Sustainable Communities

Policy DP3 - Promote Sustainable Economic Development

Policy DP4 - Make the Best Use of Existing Resources and Infrastructure

Policy DP5 - Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility

Policy DP7 - Promote Environmental Quality.

Policy W6 - Tourism and the Visitor Economy

Policy W7 - Principles of Tourism development

Policy RT9 - Walking and Cycling

Policy MCR1 - Promote investment and sustainable development in the Regional Centre.

The scheme would; foster sustainable relationships between homes, work places, and regularly used facilities and services (DP2); contribute to sustainable economic growth (DP3); be consistent with the regional and sub-regional spatial frameworks and sub-regional policies by supporting existing concentrations of activities and existing infrastructure within an established settlement (DP4); be located in an urban area which has a strategic transport network where public transport is well provided and the scheme would be accessible by public transport, walking and cycling, thereby reducing the need to travel by car (DP5); promote good design, add to local distinctiveness, and improve the setting to nearby listed buildings (DP7); and would be generally in accordance with the sub-regional policy framework that relate to the site, especially in regard to promotion of the knowledge economy (MCR1 and MCR2).

Unitary Development Plan (UDP)

The proposal would make a positive contribution to the area, the economy, and street scene, and the application is therefore considered to be consistent with UDP Policies and in particular with policies, E2.4 (Environmental Improvement and Protection - Features of ecological value), E2.7 (Environmental Improvement and Protection - Historic Buildings), E3.5 (Environmental Improvement & Protection - Safe Environments), T2.1 (Transport - Maintain and improve the existing highway

network), T3.6 (Transport - Cycle routes), R1.1 Regeneration, RC4 (Environment), RC5 (Waterways), RC7 (Gateway Sites), RC18 (Pedestrians), RC 20 Area 1 (Small area proposals), DC18.1 (Conservation Areas), DC19.1 (Listed Buildings), DC 26.1 (Development and noise).

It is considered that the scheme is consistent with the relevant policies of the UDP as described in the following sections of the report.

Environmental Impact

It is considered that the information provided to the Local Planning Authority is sufficient to understand the likely environmental effects of the proposal and any mitigation required. The scale of development is appropriate for a city centre context, would support a greater use of public transport, and would improve conditions for pedestrians and cyclists in the area. It would assist regeneration of the City and is unlikely to result in significant or unusual adverse impact. The impact of the development would not have more than a local impact and would support the City's objectives of making the Centre a better place to live, study, shop, invest, and visit. The scheme is not likely to have harmful environmental effects.

The Scheme's contribution to regeneration

The prominent location of the site gives it considerable potential to deliver regeneration benefits within the wider context of the City Centre. The public realm would be accessible for all users and visitors, and would encourage permeability and footfall thereby creating a number of economic regeneration benefits and promoting additional investment opportunities and enhance the City's distinctive quality of architectural and historic fabric. Some structural piling of foundations within the Cathedral Arches will be needed and although this will limit the area within two arches for future use, Cathedral Arches overall will still be an area capable of future use and development.

The Scheme's relationship to the highway network

It is a longstanding objective of the City Council, dating back to 1996, to secure the closure of Victoria St and it was a key component of the Masterplan for the rebuilding of the City Centre. It is one of the few remaining elements of that plan yet to be implemented to achieve the original objective to fully integrate Manchester Cathedral, Chethams and the Millennium Quarter with the River Irwell. More recent initiatives based around the Irwell City Park concept, including the redevelopment of the Ramada complex and the aspirations of the Cathedral to be more active within the area have all reinforced and have been based on the closure of Victoria St. Whilst that part of the new bridge within Manchester has no direct impact on the existing road network it is important to understand that some of the associated works of the full bridge scheme within Salford will affect the road network. So long as this does not affect the ability to close Victoria St in the future the current proposal can be acceptable. Without the closure of Victoria St the ability to provide a proper setting for developments in both Salford and Manchester, and to make positive connections to the public realm areas of Cathedral Gardens, Exchange Square and beyond, will be lost.

Design and appearance of the proposed building.

The bridge would be a contemporary design creating a strong form which is appropriate to the location of the site at the heart of the City Centre. The use of quality, robust and appropriate materials seeks to create a landmark and strong

identity which also opens up views to listed structures within the area and to the River Irwell itself.

Relationship to Transport Infrastructure, Highway and Traffic Implications

The potential for travel by foot and cycle to and from the site is high, with a wide variety of important destinations situated within an acceptable walk or cycle distance of the site, and the proposal would make this part of the centre more accessible and easier to move around in. It would have no material impact on the road network.

Contribution to Public Spaces and Facilities

The creation of a new pedestrian bridge into the area, with the introduction of associated lighting, will increase natural surveillance at different times of the day. Along with strong pedestrian movements this will create a safe and quality environment.

The Effects on the Local Environment

No concerns have been raised by the Environment Agency and the Greater Manchester Ecology Unit and the environmental quality of the river will be at least maintained.

The proposal includes lighting and will result in a direct change in surrounding views of the current night time scene. This is considered to be acceptable in the context of the commercial and mix of uses associated with the area.

Setting of listed buildings and conservation area.

By improving the area with the creation of a safe, well lit, easily used new pedestrian route and public area, the overall amenity and visual quality of the area will be improved. The works proposed when seen from Victoria St would be small scale, and in terms of their impact on the setting to the Cathedral, Chethams, and the broader conservation area, would be limited. The relationship to the listed Victoria Bridge is more significant although the proposal would open up views to the historic bridge and this would be encouraged by the use of a glazed parapet detail to the new bridge. In considering alternative alignments for the bridge as it crosses the River Irwell it is not believed that the relationship with the listed Victoria Bridge or the broader conservation area would be changed in a significant or material way and as a consequence the proposed development is considered a positive intervention in the setting of the city's heritage assets.

Amenity

It is considered that the ability to promote a more active use of the area by making it more accessible. with the provision of a new bridge, is consistent with the wider existing and proposed developments. In this context the potential for noise being an issue is considered to be minimal.

Safety and security

The open aspect of the proposal would encourage people into the area and would encourage passive surveillance over an extended period on any day. This is considered important in making the area easier and safer to use.

Access

The proposals would improve linkages and accessibility within this part of the City Centre and has been designed to create a safe and secure environment to meet the needs of all its users. The bridge is designed with a gradient that would be accessible to all.

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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

APPROVE on the basis that the proposal is acceptable in terms of impact on regeneration, and character and amenity of the area in which the site is located, and is in accordance with the Regional Spatial Strategy and the City Council's Unitary development Plan, in particular policies E 2.4, E2.7, E3.5, T 2.1, T3.6, R1.1, RC4, RC5, RC7, RC18, DC18.1, DC19.1, DC26 and policy RC20 Area 1 of the City Council's Unitary Development Plan in that the development would make the area more safe and attractive; would be of a high standard of design and make a positive contribution towards improving the City's Environment; there would not be any significant impacts on the amenities of nearby occupiers; would encourage energy conservation by being will served by public transport; would lead to a safer environment; would promote regeneration and an improved environment; would contribute to the mix of activities in the area; would provide a safe and convenient conditions for pedestrians and cyclists within the City Centre; would be accessible to people whose mobility is impaired; would be in keeping with the character and appearance of nearby listed buildings and the conservation area; would not lead to unacceptable levels of noise; and generally provide a high quality asset to the benefit of the wider surrounding community allowing the continuing regeneration of the locality ;and there are no material considerations of sufficient weight to indicate otherwise.

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 development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City

Council as Local Planning Authority: Drawings numbered - WT1701 - LO1A, LO3B, L14, L15, L16, L17, L18, L19, L21, L22, L23, L24.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies E2.4, RC4, RC5, RC7, DC18.1, DC19.1, of the Manchester Unitary Development Plan.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been 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, as specified in policy DC18.1 of the Unitary Development Plan for the City of Manchester.

4) Prior to commencement of development, full details of a scheme for the management, destruction and/or disposal of Japanese knotweed, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as local planning authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the City Council as local planning authority for approval in order to ensure that the agreed scheme is still applicable.

Reason - To prevent the spread of Japanese knotweed, pursuant to policy E1.3 of the Manchester Unitary Development Plan.

5) No part of the development hereby granted permission shall be commenced unless and until a survey of the site in a form and carried out by a person previously approved in writing by the local planning authority has been carried out and demonstrates to the local planning authority's written satisfaction that no protected species inhabit the site. Should the survey reveal the presence of any protected species, a scheme for the protection of their habitat shall be submitted to and agreed in writing by the City Council as local planning authority before the development commences, and implemented in full in accordance with the approved details and to a timetable agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with Policies E2.2, E2.3 and E2.4 of the adopted Manchester Unitary Development Plan.

6) No development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

- (a) A desk based archaeological assessment of the site;
- (b) A scheme for digging archaeological trial trenches on site (including timetables and particulars of the persons supervising the digging);
- (c) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof (including timetables and particulars of the persons who will carry out said tasks).

The schemes approved under (b) and (c) above shall be implemented in accordance with the timetables contained therein and no development shall take place on site until written confirmation of completion of the said schemes has been received by the

City Council, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

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: 089669/FO/2009/C1 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

Environment & Operations (Highway Authority)

City Centre Regeneration

Environment Agency

Greater Manchester Police

Greater Manchester Ecology Unit

Greater Manchester Archaeological Unit

Salford City Council

2 Fennel Street, Manchester, M4 3DU

Chethams School Of Music, Long Millgate, Manchester, M3 1SB

36 Deansgate, Manchester, M3 1RH

46 Deansgate, Manchester, M3 2FE

30 Deansgate, Manchester, M3 1RH

38 Deansgate, Manchester, M3 1RH

Renaissance Manchester Hotel, Blackfriars Street, Manchester, M3 2EQ

24 Deansgate, Manchester, M3 1RH

44 Deansgate, Manchester, M3 1RH

Pizzeria Italia, 40-42, Deansgate, Manchester, M3 1RH

28 Deansgate, Manchester, M3 1RH

26 Deansgate, Manchester, M3 1RH

32 Deansgate, Manchester, M3 1RH

34 Deansgate, Manchester, M3 1RH

Flat 2007, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 2208, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 2306, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 1408, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 1701, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 1506, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 1606, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 2301, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 2203, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 1702, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 1301, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 2105, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 2307, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 2002, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Flat 2103, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1605, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1507, City Heights, Victoria Bridge Street, Manchester, M3 5AS
16 Chapel Street, Manchester, M3 7NH
After Adoption, 12-14, Chapel Street, Manchester, M3 7NH
Flat 2102, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1801, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1904, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1307, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2302, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1505, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1608, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2108, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1906, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1304, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1808, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2205, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1203, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2003, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1708, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1903, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1707, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1302, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2206, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2107, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1703, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1508, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1901, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1406, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2201, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2101, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1206, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1803, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1601, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1604, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1905, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1602, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2304, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1208, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2305, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1501, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1704, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2207, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1204, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1802, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2106, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1403, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1705, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1202, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1807, City Heights, Victoria Bridge Street, Manchester, M3 5AS

Crown & Anchor, 4-8, Cateaton Street, Manchester, M3 1SQ
Sinclairs, 2 Cathedral Gates, Manchester, M3 1SW
The Old Wellington, 4 Cathedral Gates, Manchester, M3 1SW
The Mitre Hotel, 1-3, Cathedral Gates, Manchester, M3 1SW
Manchester Cathedral, Victoria Street, Manchester, M3 1SX
Doctor Net Ltd, Pleer House, 1 Fennel Street, Manchester, M4 3DU
Flat 1405, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1603, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1706, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2104, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1308, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1402, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1303, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1305, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2308, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2006, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1401, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1503, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2001, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1902, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2202, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1907, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1908, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1207, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2005, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2303, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1806, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2004, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1201, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1607, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1804, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1805, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2204, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1404, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1205, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1306, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1407, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1504, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 2008, City Heights, Victoria Bridge Street, Manchester, M3 5AS
Flat 1502, City Heights, Victoria Bridge Street, Manchester, M3 5AS
National Car Parks Ltd, Exchange Station Approach, Victoria Street, M3 1SU
Manchester Cathedral Visitor Centre, 10 Cateaton Street, Manchester, M3 1SQ
Nikal Letting Agency, Minshulls House, 14 Cateaton Street, Manchester, M3 1SQ
6 Hanging Bridge, Manchester, M3 1SG
7 Cathedral Yard, Manchester, M3 1SN
The Mitre Hotel, 3-5, Cathedral Yard, Manchester, M3 1SN
1 Cathedral Yard, Manchester, M3 1SN

Representations were received from the following third parties:

Environmental Health
Environment Agency
Greater Manchester Police
Greater Manchester Ecology Unit
Greater Manchester Archaeological Unit
56 Princess Street, Manchester, M1 6HS
Chethams School Of Music, Long Millgate, Manchester, M3 1SB
56 Princess Street, Manchester, M1 6HS

Relevant Contact Officer : Richard Llewellyn
Telephone number : 0161 234 4554
Email : r.llewellyn@manchester.gov.uk