

21 October 2021

FAO David Brettell
Manchester City Council
Planning Department
PO Box 532
Town Hall
Manchester
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Dear David,

Manchester Goods Yard, St John's, Manchester - Application for Discharge of Conditions 14, 21, 28, 33, 34, 35, 37, and 40b for Planning Permission Reference 131318/JO/2021

Please find enclosed a Condition Discharge application submitted by Manchester Quays (MGY) Developments Limited, for the discharge of Planning Conditions 14, 21, 28, 33, 34, 35, 37, and 40b attached to Planning Permission 131318/JO/2021, relating to the Manchester Goods Yard ('MGY') development in Manchester City Centre.

The original planning permission has been subjected to a minor material amendment (S.73 – variation of condition) application with the following description of development:

"Variation of Condition 2 attached to 121511/FO/2018, as amended, to reflect enclosing the terrace at level 9 and include additional and revised areas at ground and mezzanine floors with associated ground floor access changes on approved plans."

For clarity on the extent of the approval, the original Planning Permission Reference 121511/FO/2018 to which this S.73 application relates approved the following description of development:

"Erection of two buildings comprising: 11 storey mixed use building (including ground and mezzanine) comprising workspace (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or D2) and rooftop amenity spaces known as Manchester Goods Yard; and, a further 10 storey mixed use building (including ground) comprising workspace (Use Class B1), with retail uses at ground level (Use Class A1/A2/A3/A4 and / or D2) known as No.1 Grape Street, above two levels of basement parking for 391 cars and cycle storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works."

The original application was granted permission on 14 December 2018. Broadly, the revised proposals are consistent with the original approval in terms of use and appearance.

The remainder of this letter sets out the condition wording and information submitted in order to discharge the conditions against application reference (131318/JO/2021).

Condition 14 – External Acoustic Scheme

Condition 14 is worded as follows:

“No amplified sound or any music shall be produced or played in any external areas of the site, other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.”

In order to provide the details requested by Condition 14, Sandy Brown have prepared an Acoustic Testing Schedule. As part of this, Sandy Brown undertook a survey to test the proposed shell and core of MGY to determine its acoustic performance. This is supported by technical drawings attached to the appendix for reference. It is understood that the development is targeting ‘excellent’ under BREEAM 2018 New Construction – Office at Shell and Core.

In order to obtain this BREAMM rating, Manchester Goods Yard will gain credits within the Category 5.0 Health and Wellbeing, HEA 05 Acoustic Performance which sets criteria to ensure the building’s acoustic performance including sound insulation meet the appropriate standards for its purpose. It has concluded that the HEA 05 credit can be awarded for the offices if indoor ambient noise levels meet with the criteria set by BS8233:2014 – Guidance on sound insulation and noise reduction for buildings. The retail/commercial units can be awarded the HEA 05 credit if indoor ambient noise levels comply with the design ranges given in Section 7 of BS 82333:2014

Further information can be found within the Acoustic Testing Schedule submitted with this application. Therefore, based on this information we request that Condition 14 be formally discharged.

Condition 21 – External Plant Acoustics

Condition 21 is worded as follows:

“Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation in order to secure a reduction in the level of noise emanating from the site.”

In order to provide the details requested by Condition 21, Sandy Brown have prepared a Plant Noise Egress Assessment Report (dated 2 July 2021) which is accompanied by an Acoustic Testing Schedule.

It was concluded that the cumulative noise levels resulting from the operation from all new plant at 1 m from the worst affected windows of the nearest noise sensitive premises shall not exceed the limits provided within Table 1.

Table 1 Plant noise limits for MGY development

Time of day	Maximum sound pressure level at 1 m from noise sensitive premises, L_{Aeq} (dB)
Daytime (07:00 – 23:00)	48
Night-time (23:00 – 07:00)	42

It was requested by MCC that the emergency plant should be designed to achieve noise levels no greater than 10 dB above the existing background noise level (L_{A90}) at the nearest noise sensitive location. Emergency plant limits are given in Table 2.

Table 2 Emergency plant noise limits at 1 m from the noise sensitive facades

Time of day	Maximum sound pressure level at 1 m from noise sensitive premises, L_{Aeq} (dB)
Daytime (07:00 – 23:00)	63
Night-time (23:00 – 07:00)	57

The mitigation strategy will include the chillers to be provided with an acoustic shroud to reduce their noise emissions, whilst in-duct attenuators are proposed to the air handling units which is expected to control noise egress from atmospheric terminations. A solid screen is also proposed along the edge of the roof and behind the plant deck and will be equal to the height of the lift overrun.

Based on the implementation measures outlined above, the plant noise egress criteria shall not be exceeded and therefore we request that Condition 21 be formally discharged.

Condition 28 – Drainage Maintenance Strategy

Condition 28 is worded as follows:

“No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- *Verification report providing photographic evidence of construction as per design drawings;*
- *As built construction drawings if different from design construction drawings;*
- *Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.”*

In order to provide the details requested by Condition 28, Curtins have prepared a Drainage Maintenance Strategy that outlines the details of the implementation, maintenance and management of the sustainable drainage system within Manchester Goods Yard for the lifetime of the development.

The report details the implementation, maintenance and management of the sustainable drainage system for Manchester Goods Yard and is supported by the proposed drainage system within Appendix A of the document.

In regard to general maintenance, the maintenance of the drainage network within the ownership boundary will be the responsibility of the landowner and the drainage network outside of the ownership boundary will be the responsibility of Manchester City Council and United Utilities.

It is recommended that the drainage system is inspected as a minimum twice a year, with the system also being inspected after any major storm event. Significant sediment deposition is likely in areas used for storage, so a post clean-up operation may be required including the removal of litter, vegetation, sewerage debris and larger objects.

Long-term management practices include monthly sweeping of external paved areas. The sweeping program will remove sand and contaminants directly from paved surfaces before they become mobilised during storm events and transported to the drainage system.

During the winter months, drainage features such as gullies and channels should be cleared of ice, snow, debris or litter.

Once all drainage has been installed on site, as built construction drawings and verification of the installation through photographic record will be provided prior to determination, which is due to take place in November 2021 and complete in January 2022.

Condition 33 – Bike Storage Scheme

Condition 33 is worded as follows:

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

In order to provide the details requested by Condition 33, Vectos has prepared a Condition Discharge Document, which is supported by a number of detailed drawings that together identify the siting of the proposed 142 cycle parking spaces as well as the specification of the bike racks and overall parking/access strategy.

Within MGY 142 cycle parking spaces will be provided along with lockers, showers and changing facilities. This provision exceeds the requirement as set out in the MCC Parking Standards. The layout for the basement cycle parking in the MGY basement car park is shown in drawing no. SJQ-600-CTA-XX-B01-DR-A-20001.

St John’s also benefits from a significant number of cycle parking stands within the public realm. Within the St John’s Core Site, 115 cycle parking stands are proposed, which will be available for use by occupiers of MGY. The layout of cycle parking within the public realm is described in drawing SJQ-099- EXA-XX-L00-DR-L-000100.

Based on the information provided, the Proposed Development complies with the requirements set out by Condition 33 and therefore we request that the condition be formally discharged.

Condition 34 – Framework Travel Plan

Condition 34 is worded as follows:

“Before first occupation of any part of the development, a Framework Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.”

In order to provide the details requested by Condition 34, Vectos has prepared a Framework Travel Plan for Manchester Goods Yard. It sets out in detail the access to the site by walking, cycling, train, tram, bus and by car, and is considered to be in a highly accessible location.

The aims of the strategy to encourage sustainable transport modes are as follows:

- Informing staff and visitors on the sustainable transport options that available.
- To increase the awareness of the advantages for travel by more environmentally friendly modes.
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.
- To encourage staff and visitors to use alternatives to the private car.

The principal measures outlined in the Travel Plan are as follows:

- New employee Starter Welcome Packs;
- Improving travel awareness;
- Creation of a travel database;
- Ensuring the availability of travel information;
- Public transport display areas;
- Provision of cycle facilities;
- Cycle user groups;
- Walking measures; and
- Promoting sustainable travel by visitors.

To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for ensuring that on-going monitoring and regular staff travel surveys are undertaken. Full details are provided in the Travel Plan prepared by Vectos.

Based on the information provided, the Proposed Development complies with the requirements set out by Condition 34 and therefore we request that this condition be formally discharged.

Condition 35 – Vehicle Drop-Off Locations

Condition 35 is worded as follows:

“Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations, ad-hoc drop-off residential deliveries and the design and locations of all taxi areas, shall be submitted to, and approved by, the City Council, as local planning authority.”

In order to provide the details requested by Condition 35, Vectos has prepared a technical note (Condition Discharge Document – Condition 35) detailing the vehicle drop-off locations within Manchester Goods Yard.

MGY is served by two service routes, which are private roads that will not be adopted and will be controlled by automatic bollards. The access controls will have number plate recognition for regular delivery vehicles and an intercom system, manned 24/7 to permit other drivers' access. These routes are not accessible by taxis or for visitor drop-off/pickups. The service route to the rear of Tower 1 would be available for residential deliveries.

Visitors to MGY arriving by taxi or those who are looking to be dropped off or picked up are expected to approach from Water Street. As shown in Dwg SJQ-099-EXA-XX-L00-DR-L-000100, Water Street is a cul-de-sac for general traffic and vehicles approaching from Quay Street can drive and u-turn at a turning circle on Water Street to the west of MGY. The layout and design of this turning facility will be subject to a Section 278 Agreement and is not delivered as part of the MGY Development.

At this location the design of the road layout allows for taxis to drop-off and pickup without blocking the highway and other cars can pass. However, in this location, there is no taxi rank, and the proposed Traffic Regulation Orders will specify that no waiting is permitted. If occupiers need a Taxi Rank, there is a 3-vehicle rank on Byrom Street (c.300m) and on Liverpool Road a 5-vehicle rank (c.400m) both operating 24 hours.

In front of Tower 1 there will be a lay-by available for two cars to park once that project completes. It is proposed that these would offer parking for a limited time period offering a dedicated short stay facility for drop-offs/pickups and quick deliveries.

Based on the information provided, the Proposed Development complies with the requirements set out by Condition 35 and therefore can be formally discharged.

Condition 37 – Verification of Remediation Strategy

Condition 37 is worded as follows:

“No occupation of any part of the development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "longterm monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.”

In order to provide the details requested by Condition 37, Lendlease have prepared a pack of information relating to verification of the approved remediation strategy. This information has been reviewed by

Curtins (Document: 061604-CUR-00-00-CO-GE-00001-V02) to conclude that all made ground has been removed during the basement works at Manchester Goods Yard.

This removal of made ground constitutes the remediation strategy and as all contamination has been removed from site, verification is not necessary. With reference to the information submitted, it is concluded that all the made ground has been fully excavated from the MGY basement footprint. Therefore, Condition 37 has been complied with and can be formally discharged.

Condition 40b – Post-Completion TV Survey

Condition 40b is worded as follows:

“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 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 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 unless otherwise agreed in writing with the City Council as local planning authority.”

In order to provide the details requested by Condition 40b, GTech have prepared a Television and Radio Reception Impact Assessment. Impacts to the reception of VHF (FM) radio, digital terrestrial television (also known as Freeview) and digital satellite television services (such as Freesat and Sky), have been assessed. Impacts to the reception of analogue television services have not been assessed in this study because analogue terrestrial television services were switched off in Manchester (Granada TV region) during 2009 and the rest of the UK by 2012.

Overall, the development caused some minor disruption to the reception of digital satellite television services to a small area to the immediate northwest of the site (up to 113m of the proposed building's base). Suitable mitigation was supplied, and the interference ceased. No further interference has been identified or caused and consequently, not additional mitigation measures are required to restore the optimal reception of any broadcast platform.

No further interference has been identified or caused and consequently, no additional mitigation measures are required to restore the optimal reception of any broadcast platform.

Based on the information provided, the Proposed Development complies with the requirements set out by Condition 40b and therefore can be formally discharged.

Summary

In addition to the information submitted as a specific requirement of this condition and this covering letter, a Condition Discharge Application Form has been submitted via the Planning Portal to formalise this Application seeking to partially discharge Conditions 14, 21, 28, 33, 34, 35, 37, and 40b.

Payment will be made to Manchester City Council for £116, in respect of the application fee for this application to agree details reserved by condition, via the Planning Portal (Planning Portal Reference: PP-PP-10287547).

We trust you will find this application in order and we look forward to receiving written confirmation of its registration. If you require any further details, please contact Michael Percival on 0161 455 6672 (mipercival@deloitte.co.uk).

Yours sincerely
Deloitte LLP