Deloitte.
Real Estate

Mayfield Manchester: Phase 1 124972/FO/2019

Planning Statement Addendum

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1 Introduction

Introduction

1.1 This Planning Statement Addendum (herein referred to as the "Statement") accompanies an application for a variation of condition under Section 73 of the Town and Country Planning Act 1990, to amend Planning Permission Ref. 124972/FO/2019 in respect of land within the Mayfield Strategic Regeneration (SRF) area.

1.2 The amendment requires the relevant approved documents, including the EIA, technical reports, planning documentation and drawings to be updated and resubmitted to the Local Planning Authority in order to reflect the current design and associated revised documentation as necessary.

1.3 The approved development is partially currently under construction and changes are sought to the design of the park, including changes to levels, flood compensation areas, tree planting, drainage, remediation. In addition, changes are sought to the overall phasing of the development. These changes have been discussed in detail and agreed with statutory and non-statutory consultees by virtue of the process taken to discharge of planning conditions.

1.4 No changes are proposed to the buildings, including Plots O (Office 1 – 'The Poulton'), Plot N (multi-storey car park) and Plot M (Office 2 – 'The Republic'). These buildings were approved under two separate applications, with Office 2 approved under Planning Permission reference 125248/FO/2019, which remains unaffected by the changes set out in this application.

1.5 This Addendum Statement explains the rationale for the proposed amendments and assesses them against key planning considerations. It should be read together with the approved planning documents from the original planning application (Planning permission Ref. 124972/FO/2019) (the 'Original Planning Permission'). These documents provide further detail of the application site and context, development proposals, planning policy context and site-specific issues.

1.6 The application is submitted to Manchester City Council by Mayfield Development Partnership LP (the 'Applicant').

Planning Background

1.7 Mayfield is a developing regeneration area within Manchester City Centre that seeks to act as a catalyst for increased economic activity in this part of the city centre and provide a significant outdoor public amenity space in the form of a new park. Permission was approved in February 2020 under planning permission references 124972/FO/2019 and 125248/FO/2019.

1.8 The first Application (Ref.: 124972/FO/2019) was approved on 14 February 2020 and comprised the following:

- Phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east.
- Mayfield Park: provision of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock;
- Baring Street Office 1: 9 storey office development including ground, mezzanine and plant level comprising 11,142 sq. m. (GEA) including active ground floor uses (A1, A2, A3, A4 or B1), public realm and a riverside walkway;
- Baring Street Multi-Storey Car Park (MSCP): 10 storey MSCP including ground for 581 car parking spaces; and
- Highways and Infrastructure Works: creation of a new junction from London Road with required

access to the multi-storey car park, works to Baring Street, and Traffic Regulation Orders to Buxton Street, Berry Street and Travis Street, which will be delivered and implemented prior to the MSCP becoming operational.

1.9 The second Application (Ref.: 125248/FO/2019) was approved on 14 February 2020, which was also covered by the same EIA, and encompasses a 13-storey office development including ground and mezzanine floors comprising 29,315 sq. m. (GIA) (circa 31,887 sq. m. (GEA)) with active ground floor uses, highways and associated access and public realm. The details of Planning Application Ref.: 125248/FO/2019 remain unchanged and this is included for reference only, given the original EIA also supported this submission.

1.10 Site preparatory works and investigations were undertaken on Site during October 2021 and construction commenced on site in March 2021 comprising the enabling works for the development, which constituted removal of onsite structures, reprofiling of the site, works to the River Medlock, infrastructure delivery and remediation works.

1.11 This commencement of development on site followed the submission and subsequent discharge of all the relevant pre-commencement conditions. These included provision of the updated site investigation works, remediation strategy details, river channel works and methodology and management of construction activities on site.

1.12 The Site forms part of the Mayfield Strategic Regeneration Framework (SRF) area, which was most recently endorsed by Manchester City Council's Executive Committee in May 2018. The SRF sets out a comprehensive strategy that will guide the future reconfiguration and redevelopment of five areas: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character. The Mayfield SRF area and the Proposed Development is geographically located to maximise the emerging regeneration context on, and surrounding, the development site.

1.13 There is now a strong emphasis on making Manchester as resilient as it can be in relation to managing the impact of climate change and Mayfield can make a meaningful difference in this regard. The Proposed Development includes the conversion of predominantly previously developed land into a new public park and will deliver tangible environmental improvements to the River Medlock, which will greatly assist in the city's ability to tackle climate change and be more environmentally resilient. The proposed amendments to the Park improve its sustainability credentials.

1.14 The development will continue to capitalise on the substantial progress made since the Mayfield Development Partnership was formed in 2016. Activity taking place on site has put Mayfield back on the map as a key part of the city centre. The opening of the park in Autumn 2022, of which the details are described in this Statement, will represent a landmark moment for the city through the creation of a new verdant greenspace that sits at the heart of the new area.

Proposed Amendments

1.15 The design changes from the original proposed scheme, as set out in the updated and enclosed planning drawings and documents, are summarised as follows:

- **Phasing:** the park is now proposed to come forward in a single phase, rather than in three separate phases. This means that there are no longer phased measures to control river flow, save for those that need to take place whilst the park is being physically delivered.

- **River walls, silted banks, floor areas and green corridor:** rather than removing the existing river walls to the River Medlock and replacing these with new flow control elements, these will predominantly be retained, adapted and refurbished. This has the benefit of minimising the changes and complexity of working in proximity to the river by working with the existing river morphology and existing walls. Retaining these structures also reduces the embodied carbon associated with this element of work. This approach has reduced the area for wetland habitat, which has impacted the overall biodiversity net gain score for Phase 1.

- **Relocation of areas:** the former 'wetland area' to the north east of the site is to become the 'Play Yard'. The former play yard area will become the new 'wetland area' and will provide areas of flood compensation and manage flood risk on site, up-stream and downstream in line with the new river design. This will also relocate and change the type of new habitat areas within the park compared to the approved scheme. Temporary areas are also now to be retained and incorporated within the first phase of development, including Freight Island adjacent to Baring Street.

- **Circulation:** the existing bridges on site will be retained and upgraded as part of the revised scheme. The park layout and routes have been refined so that all routes through and circumnavigating the site are accessible to those with mobility impairments. Where steps are proposed, an alternative level access route is provided.

- **Park entrance:** an additional entrance is proposed to allow for access to Baring Street to improve connections and permeability. This will help to animate Baring Street; reduce sole reliance on the entrance adjacent to the Gatehouse; and seek to complement the retained Freight Island, retained in its current form until further plots come forward to activate the wider Mayfield area.

- **Revised tree planting and soft landscaping:** following the decision to bring the park forward in a single phase, the tree and planting schedule has been revised. This has been discussed with the City Council's Arborist on 09 October 2020 and further reviews on 11 January 2021 with the EA and GMEU, with subsequent email and telephone follow up as necessary. This has amended the areas provided for habitat creation within the park areas and particularly those adjacent to the river.

1.16 The Site description and area as set out in the original application are unchanged.

1.17 Discussions with the LPA have confirmed in principle support for the revised proposals. It has been agreed that the planning mechanism that should be used for handling the change is Section 73 of the Town and Country Planning Act. For clarity, this Application will seek to amend the following Conditions:

- **Condition 2:** substitution of revised drawings, addendum Planning Statement, addendum Design and Access Statement; EIA Addendum and supporting technical appendices and documents, as set out in this Statement, to reflect the changes to the park design;

- **Conditions 3, 5, 6a, 7, 8, 9, 10, 11, 12, 13, 16, 18, 21, 22, 23, 66:** amended to reflect the information discharged against 125248/FO/2019 between October 2020 and October 2021

- **Conditions 4, 65a, 65b, 67, 71a, 72, 73, 74a-j, 75 and 86:** amended to reflect new information submitted with this application as set out in this Statement.

- **Conditions 77a, 77b, 78, 79a-i, 80, 81, 82a-j, 84 and 85:** amended to reflect the revised phasing of the park, due to come forward as a single phase of development and referencing information approved against Conditions 65a, 65b, 67, 71a, 72, 73, 74a-j and 75 for completeness.

- **Additional Conditions:** new conditions are proposed to allow for the timely submission of further details where areas are being retained on a temporary basis, such as Freight Island (Phase X) and to allow for the submission of detailed information relating to an Art Strategy for the Park.

1.18 A full schedule of changes proposed to the wording each condition is set out in Appendix B of this Statement.

Use and Amount

1.19 As a result of the design development the Proposed Development will provide the following accommodation:

Use	Original Application	Revised Application
Site Area	5 ha – no change	
Office Building 1	10,184 sq. m. (GIA) / 11,142 sq. m. (GEA)	No change

Use	Original Application	Revised Application
Office Building 2	29,315 sq. m. (GIA) / 31,887 sq. m. (GEA)	No change
Baring Street Multi-Storey Car Park	581 spaces	No change
Park	2.4 ha of hard and soft landscaping, centred around the River Medlock and delivered in three phases, with relevant enabling and site remediation works associated with the delivery of each phase.	The park is now proposed to be delivered in one phase. The river channel design has been amended and flood compensation areas have been relocated to work with this new river design and achieve the aims of the approved flood risk assessment. The play area design has also been updated.
Other	Junction improvements to London Road, improvements to Baring Street and immediate surrounds and Traffic Regulation Orders and Stopping Up of Bond Street and Nether Street. – *no change*	

Phasing

1.20 The new phasing for the development results in the park coming forward as the first phase of works and will be delivered as one phase, rather than being split. The phasing for the development (using the original phasing references) is now to be delivered as follows, with some phasing running concurrently:

- Phase A - Demolition and site clearance, earthworks including re-profiling, construction of retaining walls.
- Phases F, G, H, I – Mayfield Park, which is now to be delivered in one phase.
- Phase D – Temporary Baring Street and associated highways and public realm.
- Phase B - London Road junction & temporary access road.
- Phase C - MSCP and immediate public realm.
- Phase E - Baring Street Office 1, loading bay & immediate public realm (hard landscaping only).
- Phase X – temporary area currently occupied by Freight Island.

1.21 Please refer to drawing MAY101-WSL-EST-GIL-DR-7060-0129-S4-01 that highlights the phasing of the project along with the information submitted to amend Condition 3 (Phasing and Delivery Programme) contained within this application.

Pre-Application Consultation

1.22 The application is submitted following pre-application consultation with officers at Manchester City Council and statutory consultees during the design development process regarding the principles of the proposed amendments, and the details and form of the forthcoming amendment application.

1.23 The detail of the information to be submitted has been discussed in advance with statutory consultees and the Local Planning Authority in relation to the proposed amendments and their impact on associated technical documents and the Environmental Impact Assessment submitted. This has been formally agreed through the EIA Scoping Process and request letter submitted in April 2021 and the response received on 28 September 2021 as set out below.

1.24 Where agreed and relevant to do so, the studies undertaken and chapters prepared in relation to the EIA have been updated via an EIA Addendum, which summarises any additional likely significant effects, cumulative impact and residual impact as a result of the changes.

1.25 Engagement has also taken place with Local Ward Councillors prior to the application being made in order to provide an update on the progress made on site and to set out the proposals for the revised park design and improved play area.

Environmental Impact Assessment

1.26 The original EIA covered the Park, Plot O (Office 1 – 'The Poulton'), Plot N (multi-storey car park) and Plot M (Office 2 – 'The Republic'). The buildings were approved under two separate applications: applications; 124972/FO/2019 (Plots O, N and Park plus enabling works for Phase 1) 125248/FO/2019 (Plot M).

1.27 As this application is considered to be a new application for Planning Permission and the original Planning Permission was supported by a focused Environmental Impact Assessment (EIA), for the purposes of the EIA Regulations an EIA Screening Exercise was carried out and submitted on 9 April 2021 to obtain confirmation from the LPA as to whether any of the information provided within the approved EIA needs to be updated as a result of the proposed amendments.

1.28 The EIA Screening concluded that the proposed minor amendments relate only to changes to the design of the park, which is minor when considered relative to the quantum of the overall approved scheme. The building plots remain unaffected by these proposed changes. It was considered unlikely that there will be significant effects as a result of the proposed amendments to the Approved Development, given that:

- The Approved Development went through an EIA Scoping process, which concluded that the development required an EIA in relation to a focused number of topics – the EIA was undertaken in relation to these topics and approved as part of the original planning application;

- The EIA Technical Team has reviewed the proposed amendments, alongside the original conclusions of the relevant EIA chapter, and has confirmed that the conclusions contained therein will remain broadly unaffected as a result of the proposed amendments. Any changes to the EIA will be reflected in an EIA Addendum to be submitted alongside the original EIA; and

- The relationship of the Approved Development with surrounding land uses following the proposed amendments will still be compatible given that the site is located within a key regeneration area within a City Centre location, which is highly accessible through a variety of transportation methods.

1.29 The EIA Screening proposed that an EIA addendum would be submitted which would include updated technical information as supplementary Appendices and stated that the potentially significant impacts in relation to the specific topic areas of water resources, ground conditions and ecology will be assessed with the revised mitigation set out, which will ensure that these can be avoided or mitigated against during construction and operation.

1.30 A response was received from MCC on 28 September 2021. This confirmed that MCC and statutory consultees accepted the proposed scope of the amended EIA and the submission information as provided by this application. An EIA Addendum has been submitted with this application in order to set out the changes to the original EIA.

Application documentation

1.31 This Addendum Statement should be read together with the planning application documentation approved as part of 124972/FO/2019, with explicit reference to the EIA Addendum, technical appendices and plans submitted concurrently. In summary, the documentation changes are as follows:

- Planning Statement Addendum (this Statement) and Appendices prepared by Deloitte Real Estate, with input from the other consultants as relevant;

- EIA Volume 1 Addendum in addition to the following technical appendices that have been approved as part of the condition discharge process:

    - Appendix 5.1A: Enabling Works CMP

- Appendix 5.2A: Mayfield Park CMP
- Appendix 9.1A: Updated Ecology Strategy with Biodiversity Net Gain;
- Appendix 9.2A: Updated Bird Nesting Strategy;
- Appendix 10.1A: Phase 2 The Freight Island Ground Investigation dated 06 April 2021;
- Appendix 10.2A: Phase 2 Proposed Mayfield Park GI: (also covers Plot M) dated 12 March 2021;
- Appendix 10.3A: Phase 2 Site Investigation Plots O and N dated 12 January 2021;
- Appendix 10.4A: Phase 3A Remediation Strategy - Plots O, N and M dated 19 January 2021;
- Appendix 10.5A: Phase 3A Remediation Strategy – Parkland Area dated 19 January 2021;
- Appendix 11.1A: Stage 4 Drainage Strategy, Mayfield Park, dated 01 March 2021 Revision P07;
- Appendix 11.2A: Hydraulic Modelling – Mayfield Park Phase 1 Full Build Out dated 20 April 2021;
- Appendix 11.3A: Information to support discharge of Condition 66, relating to the River Medlock Works dated 20 April 2021; and
- Appendix 11.4A: Information to Support Discharge of Condition 10 and Condition 22 dated 20 April 2021 relating to flood risk management.

- Updated drawings relating to the design of the park and public realm areas submitted as part of the condition discharge process. An updated Drawing Schedule is submitted with this Application and detailed in this Statement, detailing the changes and new revisions to approved drawings, which are to be listed as part of a revised condition 2.
- Additional non-ES technical reports including:
  - Archaeological Findings Report prepared by Salford Archaeology dated October 2021.
  - Mayfield Park Design and Access Statement Addendum prepared by SEW dated October 2021.

Document Structure

1.32 The remainder of this Addendum Planning Statement is structured as follows:

- Section 2 – provides a more detailed description of, and rationale for, the proposed amendments.
- Section 3 – assesses the proposed amendments against the approved application documents, key planning policy and site-specific issues; and
- Section 4 – concludes by summarising the case for the grant of Planning Permission.

2 Proposed Amendments and Rationale

Introduction

2.1 This Section explains the proposed amendments and rationale for the changes. It should be viewed alongside the updated drawings and supporting documentation submitted with this amendment application.

2.2 Construction activity has commenced on site at Mayfield in accordance with the details agreed by way of discharge of planning conditions. Given the ongoing work, it is pertinent to regularise the planning permission at this stage to ensure that the final design delivered is in accordance with the approved plans and technical information agreed to date.

2.3 The buildings approved as part of Phase 1 remain unchanged as part of this application and the changes relate solely to the park being brought forward and the revised phased approach to civil engineering, including reprofiling of the site and the works proposed to the River Medlock, which both form part of the Park phase.

2.4 These amendments have been driven by a number of factors, including the need to ensure the delivery of the park in one phase; reducing the amount of earthworks required to the river morphology and provide flood compensation zones; and reducing the embodied carbon through a change in the use of materials previously proposed.

Proposed Amendments

2.5 The amendments to the park are as follows:

- **Phasing:** the park is now proposed to come forward in a single phase, rather than in three separate phases. This means that there are no longer phased measures to control river flow, save for those that need to take place whilst the park is being physically delivered.

- **River walls, silted banks, floor areas and green corridor:** rather than removing the existing river walls to the River Medlock and replacing these with new flow control elements, these will predominantly be retained, adapted and refurbished. This has the benefit of minimising the changes and complexity of working in proximity to the river by working with the existing river morphology and existing walls. Retaining these structures also reduces the embodied carbon associated with this element of work. This approach has reduced the area for wetland habitat, which has impacted the overall biodiversity net gain score for Phase 1.

- **Relocation of areas:** the former 'wetland area' to the north east of the site is to become the 'Play Yard'. The former play yard area will become the new 'wetland area' and will provide areas of flood compensation and manage flood risk on site, up-stream and downstream in line with the new river design. This will also relocate and change the type of new habitat areas within the park compared to the approved scheme. Temporary areas are also now to be retained and incorporated within the first phase of development, including Freight Island adjacent to Baring Street.

- **Circulation:** the existing bridges on site will be retained and upgraded as part of the revised scheme. The park layout and routes have been refined so that all routes through and circumnavigating the site are accessible to those with mobility impairments. Where steps are proposed, an alternative level access route is provided.

- **Park entrance:** an additional entrance is proposed to allow for access to Baring Street to improve connections and permeability. This will help to animate Baring Street; reduce sole reliance on the entrance adjacent to the Gatehouse; and seek to complement the retained Freight Island, retained in its current form until further plots come forward to activate the wider Mayfield area.

- **Revised tree planting and soft landscaping:** following the decision to bring the park forward in a single phase, the tree and planting schedule has been revised. This has been discussed with the City Council's Arborist on 09 October 2020 and further reviews on 11 January 2021 with the EA and GMEU, with subsequent email and telephone follow up as necessary. This has amended the areas provided for habitat creation within the park areas and particularly those adjacent to the river.

2.6 The above changes are being brought forward as a result of on-going design development, change in delivery strategy for the park, and with the aim of seeking to reduce the amount of embodied carbon in the development. Broadly speaking, the design has been finessed in order to align to the review of the granular detail within each element, such as routes through the park, lighting design, play areas, supporting facilities and entrances.

2.7 In combination, these considerations have reduced the overall complexity in the delivery strategy whilst retaining the benefits of the Proposed Development as originally envisaged. The details of each change are set out below under their respective subheadings, providing rationale for the proposed amendments.

Phasing

2.8 The consented scheme sought to split the park into three delivery phases in order to align with the strategy of delivering new buildings on the Site, starting at the western edge of the SRF area and moving across toward the western edge as new development plots come forward.

2.9 This approach to phasing required a series of flood mitigation and river works at each phase of delivery of the park to avoid unacceptable flooding on site, upstream or downstream. This would have resulted in construction work ongoing in later phases of the park whilst the first phase had completed which would have impacted on the overall enjoyment of the first phase.

2.10 Similarly, the remediation of the site in phases to align with the delivery of the park would have required additional environmental protection measures and breakages in contamination linkages during construction to avoid contamination through leachates between treated and untreated areas. This is avoided by undertaking the remediation of the site holistically.

2.11 In order to address these challenges and following the grant of Government Funding in 2021 as part of 'Build Back Better', it was proposed to bring forward the park as a single phase. This not only allows for an increased amount of public realm to be delivered from the first day of operation, but also reduces the complexity of civil engineering works required on site and the issues that would pose to the enjoyment of the first phase of park.

2.12 This strategy was discussed in detail with both Environmental Health Officers and the various departments of the Environment Agency before works progressed on site, in order to ensure that the delivery strategy was technically robust and met the requirements for flood attenuation and the remediation of the site as a whole.

2.13 A setting out and detailed robust technical analysis with regard to remediation, flood alleviation and works to the River Medlock are provided in the additional technical appendices submitted with this amendment application and summarised in Section 3 of this Statement.

River Walls

2.14 As part of the approved planning permission (124972/FO/2019), it was envisaged that existing walls would be removed and new flood protection measures and supporting river planting would be provided along its edge to adapt and control the flow of the River Medlock. This approach would provide new flood compensation areas and help to manage the flow of the river to attenuate water in times of peak flow in 1:25, 1:50 and 1:100 flood events, and mitigate the potential for flooding both upstream and downstream.

2.15 Whilst the approval represents an acceptable technical solution, it was considered that the approach adopted would require a significant amount of engineering works, temporary flood protection measures, and new material in the form of boulders located along the river's edge in order to reduce the speed and flow of the river. New elements were proposed to limit the control of the river's discharge downstream and flood compensation zones were proposed to the north of the river's entrance into the Site, adjacent to Hoyle Street.

2.16 The revised approach seeks to work with the existing flow of the river by retaining the majority of existing river walls, whilst delivering new areas of soft planting within the river channel. In doing so, this improves biodiversity whilst reducing the amount of new hard infrastructure required for the banks of the river to control its flow. Similarly, the River Medlock naturally meanders through the Site and creates a depression in site levels centrally within the park. This central area, which was originally envisaged to provide a play space, would be better suited to providing the flood compensation zone.

2.17 The wetland habitat, previously proposed in the north eastern corner of the site, sat at a high level and land would need to be excavated and reprofiled in order to allow this to act as a flood compensation zone. Centrally, where the play yard was originally located, the land was lower (and was going to be built up) and closer to the river's edge, so is well suited to providing an area for flood compensation compared to the original wetland habitat. The effect of this change has resulted in a significant reduction in the earthworks required to bring the first phase of development forward.

Relocation of areas

2.18 The Proposed Development has been redesigned in order to change the location of flood compensation zones, as set out above. The wetland habitat and main play area for children have been swapped around to improve the quality of the play space and to work with the naturalised state of the River Medlock.

2.19 Save for this swap in the locations of proposed flood mitigation and play spaces, the park layout remains broadly unchanged. Prior to more activity being generated on site, it is considered appropriate to continue to retain Freight Island in its current form (marked as Phase X on plan reference MAY101-WSL-EST-GIL-DR-7060-0129-S4-01) until a critical mass of activity is brought forward through new office, residential and leisure developments.

2.20 In the future, the area currently identified as Freight Island (Phase X) will be replaced by a new permanent additional park area and the re-use of the Mayfield Depot will share a new interface with the new park area. An additional Planning Condition is proposed in order to ensure that details are submitted in relation to this area in the future once designs have been finalised.

Circulation

2.21 There were a number of bridges on site that traversed the River Medlock prior to works taking place, in addition to an existing culvert that covered the majority of the River Medlock. It was considered that these would be replaced with new bridges as part of the delivery of the new park.

2.22 The culvert is still removed in its entirety, however rather than removing and replacing the existing bridges, they have been adapted, relocated, and modified to ensure that they are DDA compliant. This approach creates a stronger reference to the site's industrial past; provides river flow control elements and reduces the embodied carbon associated with the fabrication of new bridges.

2.23 The entrance to the park from Baring Street has been modified in order to ensure that the new layout of the park, with the retention of Freight Island, is accessible to all and the park is as permeable as possible from the first day of operation. This has resulted in a minor change to the positioning of entrances. A temporary solution to provide access from Freight Island into the park will also be provided in order to link the activation of the Site with the main new area of public realm delivered by the park.

Revised Planting Strategy

2.24 Due to the relocation of areas within the park and the proposed changes to the design of the River Medlock, as set out above, changes were required to the proposed tree planting and ecological enhancements strategy.

2.25 The mix of tree, shrub and ruderal planting that is now proposed in conjunction with the revised layout has been discussed and agreed with GMEU, the Environment Agency and Manchester's Arboricultural department. This has been selected to ensure that species are resilient to both environmental changes and on-site characteristics, including their proximity to flood compensation zones and desire to provide varied interest in flowering and periods of bloom all year round.

Section 73 Procedure

2.26 It has been agreed with the Local Planning Authority that the Proposed amendments to the approved scheme as outlined above represent material changes to the scheme. The proposed amendments are therefore submitted for consideration via an application to vary the existing planning permission and selected conditions utilising the procedure set out in Section 73 of the Town and Country (Planning) Act 1990 (as amended).

2.27 For ease of reference, Condition 2 is set out in Appendix B to this Statement along with revisions to each condition that has previously secured discharge following submission of detailed information against 124972/FO/2019. Further information has also been submitted against a number of other conditions at the request of the local planning authority and to ensure those details are approved prior to those specific elements of works physically being delivered.

2.28 Table 2-1 sets out the originally approved drawings and documents, the revisions approved under the original application and the proposed substitute drawings and documents.

Table 2-1 - Approved and Revised Planning Drawings

Approved Planning Drawing / Document	Proposed Planning Drawing / Document
Park General Arrangements	
SEW-ZZ-00-DR-L-PL7102 - Site Overall GA Plan	MAY101-WSL-EXT-GIL-DR-7060-0105
SEW-ZZ-00-DR-L-PL7103 - Hard Landscape GA	MAY101-WSL-EXT-GIL-DR-7060-0102
SEW-ZZ-00-DR-L-PL710 - Street Furniture GA	MAY101-WSL-EXT-GIL-DR-7060-0106
SEW-ZZ-00-DR-L-PL7108 - Temporary Works & Retained Worthwhile Uses GA	MAY101-WSL-EXT-GIL-DR-7060-0127
SEW-ZZ-00-DR-L-PL7109 - Pedestrian, Cycle & Vehicle Route GA	MAY101-WSL-EXT-GIL-DR-7060-0123
SEW-ZZ-00-DR-L-PL7110 - Detailed Plan - Gatehouse Entrance & The Poulton	MAY101-WSL-EXT-GIL-DR-7060-0124
SEW-ZZ-00-DR-L-PL7111 - Detailed Plan - May'Field' Lawn Space	MAY101-WSL-EXT-GIL-DR-7060-0119
SEW-ZZ-00-DR-L-PL7112 - Detailed Plan - Wildscape Area	MAY101-WSL-EXT-GIL-DR-7060-0125
SEW-ZZ-00-DR-L-PL7113 - Detailed Plan - Play Yard	MAY101-WSL-EXT-GIL-DR-7060-0105
SEW-ZZ-00-DR-L-PL7114 - Play Yard Equipment GA	MAY101-WSL-EXT-GIL-DR-7060-0126
SEW-ZZ-00-DR-L-PL7116 - Boundaries & Edge Protection GA	MAY101-WSL-EXT-GIL-DR-7060-0107

Approved Planning Drawing / Document	Proposed Planning Drawing / Document
SEW-ZZ-00-DR-L-PL7118 - Pop-Up socket locations	MAY101-WSL-EXT-GIL-DR-7060-0113
SEW-ZZ-00-DR-L-PL7119 - Tree Species GA	MAY101-WSL-EXT-GIL-DR-7060-0409
SEW-ZZ-00-DR-L-PL7120 - Coach drop off locations - Planning Condition 9	No update
SEW-ZZ-00-DR-L-PL7121 - Pre Planted River Corridor GA	MAY101-WSL-EXT-GIL-DR-7060-0118
SEW-ZZ-00-DR-L-PL7122 - Pre Planted Wildflower GA	MAY101-WSL-EXT-GIL-DR-7060-0117
SEW-ZZ-00-DR-L-PL7123 - Planting Character Type GA	MAY101-WSL-EXT-GIL-DR-7060-0116
SEW-ZZ-00-DR-L-PL7125 - Habitat Creation GA	MAY101-WSL-EXT-GIL-DR-7060-0115
SEW-ZZ-00-DR-L-PL7126 - Mayfield Lawn Type GA	MAY101-WSL-EXT-GIL-DR-7060-0119
Soft Landscape Details	
SEW-ZZ-00-DR-L-PL3701 - Typical Tree Pit - +80cm girth	MAY101-WSL-EXT-GIL-DR-7020-0400
SEW-ZZ-00-DR-L-PL3702 - Typical Tree Pit - 40-50cm girth	MAY101-WSL-EXT-GIL-DR-7020-0401
SEW-ZZ-00-DR-L-PL3703 - Typical Tree Pit - <30cm girth	MAY101-WSL-EXT-GIL-DR-7020-0402
SEW-ZZ-00-DR-L-PL3704 - Typical Tree Pit - Small Tree	MAY101-WSL-EXT-GIL-DR-7020-0403
Step Details	
SEW-ZZ-00-DR-L-PL3208 - Typical Step Detail	MAY101-WSL-EXT-GIL-DR-7020-0333
Furniture, Fittings & Equipment	
SEW-ZZ-00-DR-L-PL3601 - Typical Seating Plinth Details - Design Intent	MAY101-WSL-EXT-CIV-DR-7020-3001 A.3 MAY101-WSL-EXT-CIV-DR-7020-5001 A.6
Boundaries & Edge Protection	
SEW-ZZ-00-DR-L-PL3501 - Typical Edge Protection Elevations - Design Intent (Sheet 1 of 2)	MAY101-WSL-EXT-GIL-DR-7020-0340
SEW-ZZ-00-DR-L-PL3502 - Typical Edge Protection Elevations - Design Intent (Sheet 2 of 2)	MAY101-WSL-EXT-GIL-DR-7020-0341
SEW-ZZ-00-DR-L-PL3503 - Typical Edge Protection Detail - Design Intent	MAY101-WSL-EXT-GIL-DR-7020-0342
SEW-ZZ-00-DR-L-PL3504 - Maintenance Gates	MAY101-WSL-EXT-GIL-DR-7020-0343
Detailed Planting Plans	

Approved Planning Drawing / Document	Proposed Planning Drawing / Document
SEW-ZZ-00-DR-L-PL7151 - Detailed Planting Plan - Sheet 01	MAY101-WSL-EXT-GIL-DR-7020-0416
SEW-ZZ-00-DR-L-PL7152 - Detailed Planting Plan - Sheet 02	MAY101-WSL-EXT-GIL-DR-7020-0417
SEW-ZZ-00-DR-L-PL7153 - Detailed Planting Plan - Sheet 03	MAY101-WSL-EXT-GIL-DR-7020-0418
SEW-ZZ-00-DR-L-PL7154 - Detailed Planting Plan - Sheet 04	MAY101-WSL-EXT-GIL-DR-7020-0419
SEW-ZZ-00-DR-L-PL7155 - Detailed Planting Plan - Sheet 05	MAY101-WSL-EXT-GIL-DR-7020-0420
SEW-ZZ-00-DR-L-PL7156 - Detailed Planting Plan - Sheet 06	MAY101-WSL-EXT-GIL-DR-7020-0421
SEW-ZZ-00-DR-L-PL7157 - Detailed Planting Plan - Sheet 07	MAY101-WSL-EXT-GIL-DR-7020-0422
SEW-ZZ-00-DR-L-PL7158 - Detailed Planting Plan - Sheet 08	MAY101-WSL-EXT-GIL-DR-7020-0423
SEW-ZZ-00-DR-L-PL7159 - Detailed Planting Plan - Sheet 09	MAY101-WSL-EXT-GIL-DR-7020-0424
SEW-ZZ-00-DR-L-PL7160 - Detailed Planting Plan - Sheet 10	MAY101-WSL-EXT-GIL-DR-7020-0425
SEW-ZZ-00-DR-L-PL7161 - Detailed Planting Plan - Sheet 11	MAY101-WSL-EXT-GIL-DR-7020-0426
Bridges, Jetties & Raised Walkway	
SEW-ZZ-ZZ-DR-L-PL3401 - Boardwalk and Jetties - Design Intent (Sheet 1 of 2)	MAY101-WSS-EXT-CIV-DR-7060-6001 A.1
SEW-ZZ-ZZ-DR-L-PL3402 - Boardwalk and Jetties - Design Intent (Sheet 2 of 2)	MAY101-WSS-EXT-CIV-DR-7060-6002 A.1
SEW-ZZ-ZZ-DR-L-PL3403 - Culvert Bridge - Design Intent (Sheet 1 of 2)	1076-15-CIV-XX-XX-DR-S-002 C04 1076-15-CIV-XX-XX-DR-S-202 C04
SEW-ZZ-ZZ-DR-L-PL3404 - Culvert Bridge - Design Intent (Sheet 2 of 2)	1076-15-CIV-XX-XX-DR-S-203 C04
SEW-ZZ-ZZ-DR-L-PL3405 - Steel Bridge - Design Intent	MAY101-WSS-EXT-CIV-DR-7060-8700 A.1 MAY101-WSS-EXT-CIV-DR-7060-8701 A MAY101-WSS-EXT-CIV-DR-7030-8720 A.2

Approved Planning Drawing / Document	Proposed Planning Drawing / Document
	MAY101-WSS-EXT-CIV-DR-7000-8730 A.2
SEW-ZZ-ZZ-DR-L-PL3406 - Northern Bridge - Design Intent (Sheet 1 of 2)	MAY101-WSS-EXT-CIV-DR-7060-8701 S04.1 MAY101-WSS-EXT-CIV-DR-7060-8702 S04.1 MAY101-WSS-EXT-CIV-DR-7060-8703 S04.2
SEW-ZZ-ZZ-DR-L-PL3407 - Northern Bridge - Design Intent (Sheet 2 of 2)	MAY101-WSS-EXT-CIV-DR-7030-8721 S04.1 MAY101-WSS-EXT-CIV-DR-7030-8722 S04.1 MAY101-WSS-EXT-CIV-DR-7000-8730 S04.1
SEW-ZZ-ZZ-DR-L-PL3410 - Jetty 01 - Design Intent	MAY101-WSS-EXT-CIV-DR-7000-7530 A MAY101-WSS-EXT-CIV-DR-7060-5101 A.1 MAY101-WSS-EXT-CIV-DR-7030-5120 A.1
SEW-ZZ-ZZ-DR-L-PL3411 - Jetty 02 - Design Intent	MAY101-WSS-EXT-CIV-DR-7000-5230 A MAY101-WSS-EXT-CIV-DR-7060-5201 A MAY101-WSS-EXT-CIV-DR-7030-5220 A
Elevations	
SEW-ZZ-00-DR-L-PL7301 - Hoyle Street Gate and Boundary Treatment Elevation - Design Intent	MAY101-WSL-EXT-GIL-DR-7020-0209
SEW-ZZ-00-DR-L-PL7303 - Baring Street Gate and Boundary Treatment Elevation - Design Intent	MAY101-WSL-EXT-GIL-DR-7020-0211
Schedules/Specifications	
N/a – new document	MAY101-WSL-EXT-GIL-DC-7000-0500 Planning condition discharge document
SEW-ZZ-ZZ-SH-L-PL1003 Tree Planting Schedule	MAY101-WSL-EXT-GIL-DR-7060-0409
SEW-ZZ-ZZ-SH-L-PL1007 Planting Schedule	MAY101-WSL-EXT-GIL-DR-7020-0416-0426

2.29 The full revised wording of Condition 2, other conditions that have since been discharged, and new information submitted to comply with other conditionsm, are set out in Appendix B to this Planning Statement Addendum.

3 Key Material Planning Considerations

Introduction

3.1 This section considers and assesses the proposed amendments (set out in Paragraph 1.11 of this Statement and described in Section 2) in the context of the approved scheme and key planning issues presented within the original planning application (Ref.: 124972/FO/2019).

3.2 Where appropriate, input into this section has been provided by the technical consultants that have prepared the original assessments following a detailed review of the proposed amendments.

Application Documents

3.3 The following section reviews the application documents and technical assessments submitted with the approved application in light of the proposed amendments to the scheme. All submitted, additional and approved application documents are set out below and the effect of the changes on those documents.

Document	Effect of Changes
Red-edge Plan defining the extent of the application boundary.	No change – the red line boundary is not affected by the proposed amendments.
Existing and proposed scheme plans	No change to the existing plans. The proposed drawings have been amended to reflect the minor material amendments as set out in this application. A drawing schedule has been provided within Table 2.1 within this Statement to outline which plans have been replaced.
Phasing Plans	The phasing plans have been amended to reflect the minor material amendments as set out in this application.
Supporting Planning Statement prepared by Deloitte LLP	In 2018, Manchester City Council's Executive Committee endorsed the Mayfield SRF, which confirmed support for the proposals for the application site, including temporary activation of the site as existing and permanent redevelopment for a commercially-led development. The vision for Mayfield is to deliver a world class, transformational, distinctive and imaginative commercially led neighbourhood, anchored by Mayfield Park, which will become a powerhouse of socio-economic activity. The amended scheme continues to accord fully with the latest Mayfield SRF. As set out in this Planning Statement Addendum, the positive contribution that the development will make to its immediate location, the Regional Centre and wider City Region remains unchanged. The development will continue to maximise the potential of the first of a multi-phased plan for the reconfiguration and redevelopment of Mayfield.

Document	Effect of Changes
Schedules of External Materials prepared by Bennetts Associates (Office) and SEW (MSCP and Park)	Further details relating to materials will be submitted in line with the conditions attached to Planning Permission Ref. 124972/FO/2019 as amended.
Tree Specification document prepared by SEW	The Tree and planting schedule has been revised following the decision to bring the park forward in a single phase. This has been discussed with the City Council's Arborist and further reviews with the EA and GMEU. This has amended the areas provided for habitat creation within the park areas and particularly those adjacent to the river.
Design and Access Statements prepared by Bennetts Associates (Office) and SEW (MSCP)	Overall, the design philosophy, approach and building access arrangements remain unchanged. The changes to the design of the park are provided within the updated planning drawings set out in Table 2.1.
Mayfield Park Design and Access Statement Addendum prepared by SEW (Park)	Overall, the design philosophy for the park remains unchanged and therefore the majority of the Original Design and Access Statement for the park remains up to date. However, in order to account for the key moves and revised phasing of the Proposed Development and relocation of areas within the park to provide flood compensation and children's playground.
Waste Management and Servicing Strategy including proforma prepared by Bennetts	No change.
TV Reception Survey prepared by G-Tech Surveys (Office and MSCP)	No change.
Ventilation Strategy prepared by Hoare Lea	No change.
Crime Impact Statement prepared by Greater Manchester Police	No change.
Environmental Standards Statement prepared by Hoare Lea	No change.
Sustainability Strategy prepared by Hillbreak	No change.
Energy Strategy prepared by Hoare Lea	No change.
Statement of Consultation prepared by Deloitte LLP	No change.
Community Engagement Vision prepared by U+I	No change.
Management and Maintenance Strategies prepared by Faithful+Gould	No change. A condition is attached to the current planning permission (Condition 70), which requires the submission of a park management strategy.
Oil Interceptor information (within the drainage strategy)	No change.

Document	Effect of Changes
Lighting Strategy prepared by Spiers and Major	No change, with further lighting information provided by Studio Fractal with additional drawings submitted with this Application as required by planning conditions attached to the Planning Permission.
Archaeology Desk Based Assessment prepared by Salford Archaeology	No change, with further information submitted with this application (Archaeological Report) to set out the archaeological investigation works and interpretation of the results.
UXO Desktop Study prepared by Buro Happold	Further details relating to remediation and risk mitigation has been submitted in relation to the application as approved by way of planning condition discharge of Condition 6a.
Local Labour Agreement prepared by Faithful+Gould	No change to the Local Labour Agreement, with further information provided in the Social Value Strategy prepared by Deloitte and submitted with this application.
Temporary Use Strategy (included within the Masterplan Design and Access Statement) prepared by U+I / SEW / DRE / Buro Happold	No change.
Topographical Survey prepared by Buro Happold	No change.
Masterplan Car Parking Strategy prepared by Buro Happold	No change.
Masterplan Cycling Strategy prepared by Buro Happold	No change.
Masterplan Energy Strategy prepared by Buro Happold	No change.
Masterplan Waste and Servicing Strategy prepared by Buro Happold	No change.
Masterplan Ecology Strategy prepared by Buro Happold	No change.
Masterplan Drainage Strategy prepared by Buro Happold	The overall drainage strategy is consistent with the original approval, with areas that are required to act as flood compensation and infiltration of surface water amended by the new design to achieve the aims of the Flood Risk Assessment. A detailed drainage strategy and information setting out the approach to sequential works to the River Medlock are provided as a supporting technical document to the ES Addendum.
EIA Volume 1	The EIA Technical Team confirms within this EIA Addendum that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the approved EIA.

Document	Effect of Changes
	Although the conclusions of the originally approved EIA remain broadly unchanged, this EIA Addendum is submitted in order to clarify the changes to the overall proposed development and the set out revised mitigation measures needed in order to reduce any potentially significant effects. The revised approach to mitigation of potentially significant adverse environmental effects is set out in the EIA Addendum and the supporting technical appendices submitted with this application.
EIA Volume 2	The technical supporting information for the revised design has been updated to reflect the change in approach to flood compensation, remediation, works to the River Medlock and ecology, comprising Appendix 9.1A: Updated Ecology Strategy with Biodiversity Net Gain; Appendix 9.2A: Updated Bird Nesting Strategy; Appendix 10.1A: Phase 2 The Freight Island Ground Investigation dated 06 April 2021; Appendix 10.2A: Phase 2 Proposed Mayfield Park GI: (also covers Plot M) dated 12 March 2021; Appendix 10.3A: Phase 2 Site Investigation Plots O and N dated 12 January 2021; Appendix 10.4A: Phase 3A Remediation Strategy - Plots O, N and M dated 19 January 2021; Appendix 10.5A: Phase 3A Remediation Strategy – Parkland Area dated 19 January 2021; Appendix 11.1A: Stage 4 Drainage Strategy, Mayfield Park, dated 01 March 2021 Revision P07; Appendix 11.2A: Hydraulic Modelling – Mayfield Park Phase 1 Full Build Out dated 20 April 2021; Appendix 11.3A: Information to support discharge of Condition 66, relating to the River Medlock Works dated 20 April 2021; and Appendix 11.4A: Information to Support Discharge of Condition 10 and Condition 22 dated 20 April 2021 relating to flood risk management.
EIA Non-Technical Summary	No change, save for the updates as set out in EIA Addendum Volume 1.

Key Planning Material Considerations and Planning Policy

3.4 The proposed amendments have been assessed with regard to the key planning policy and development control issues associated with the original planning application.

3.5 In summary, the proposals continue to provide a landmark office-led development that will deliver a catalyst for real transformational change in the area in line with the Mayfield Strategic Regeneration Framework (2018). This will lead to significant job creation and will enable the delivery of a new city centre park that will provide significant economic, social and environmental benefits for the local and regional economy.

National Planning Policy Framework (2021)

3.6 In July 2021, the National Planning Policy Framework (NPPF) was updated representing a change to the policy context following submission of the Planning Application in October 2019. At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development, which supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

3.7 The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

3.8 As relevant to this application, the amendments made in July 2021 to the wording of various sections of the NPPF have reinforced the need for achieving sustainable development. The amendments have set out the need to improve biodiversity (Chapter 2), promoting well designed and attractive pedestrian and cycle routes (Chapter 8), promoting the use of masterplans (Chapter 11), focusing on the need to provide beautiful and sustainable places (Chapter 12) particularly paragraph 131, which focusses on the importance of incorporating trees into developments, and combating challenges of flood risk through natural flood management techniques (Chapter 14).

3.9 The proposed amendments to the park design continue to accord with the core planning principles of the NPPF as set out in Appendix A (Original Planning Statement). The revised proposals also address the material considerations within the updated sections of the NPPF, as set out above, as follows:

- Chapter 2: as set out in Appendix 9.1A, the biodiversity net gain calculations have been revisited following a change to the landscaping proposals. It is considered that the Proposed Development of Phase 1 will constitute an improvement of 90% (5.90 biodiversity units rising to 11.21) across the 1.5ha Site. In order to achieve sufficient biodiversity net gain across the SRF outside of Phase 1, a further 4.5 BNG points are required across 6.8 ha and this can be achieved through the methods as set out in the Report. This accords with the need, as set out in Chapter 2 of the NPPF, to improve biodiversity across development sites.

- Chapter 8: as evidenced through the updated planning drawings and Planning Condition Discharge documents, the proposals are designed to maximise accessibility to all, with step free access provided throughout the park.

- Chapter 11: the Proposed Development remains in accordance with the endorsed Mayfield SRF, which forms a material consideration for all planning applications within the boundary of the Framework Area. Accordance with the Framework is provided under the Mayfield SRF (2018) heading below in this Section.

- Chapter 12: the Proposed Development retains its green heart with the delivery of the new Mayfield Park. The revised proposals have repositioned trees in accordance with the new layout of the park design, but the overall number of trees is exceptionally high at 142 new trees across the 1.5ha park. This new park will transform what was previously industrial brownfield land into a location for ecology and green, verdant landscaped gardens and areas for play.

- Chapter 14: flood alleviation techniques have been revised but ensure that the park can continue to act as a compensatory flood risk measure, allowing the River Medlock to naturally flood low lying areas of the park and drain at slower rates to reduce the risk of flooding downstream.

National Planning Practice Guidance

3.10 In March 2014, the Government issued the Planning Practice Guidance (PPG) online resource, which is designed to bring together planning practice guidance for England in an accessible and useable way. The PPG provides further detail to assist in the understanding of planning policies as set out in the NPPF.

3.11 In particular, the proposals are still in accordance with the following areas of guidance:

- Before submitting an application – the Applicant has agreed the approach to handling the proposed amendments with the Local Planning Authority.

- Design – the proposals continue to be of an extremely high-quality design, which will be constructed from high quality, local and sustainable building materials.

Local Planning Policy – the Development Plan

3.12 There has been no change in local planning policy since the Planning Permission was granted. The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document for Manchester.

3.13 Overall, it is considered that the nature of the proposed amendments to the scheme means that it remains in full accordance with the key spatial principles of the Core Strategy. The principle of development is supported by the current planning context as set out below. Detailed Local Planning Policies have been set out below for completeness, which continue to be adhered to by the Proposed Development as set out in the Original Planning Statement (see Appendix A).

3.14 Policy SP1 Spatial Principles identifies the key spatial principles that will guide the strategic development of Manchester to 2027, including the principle that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The revised scheme remains fully in accordance with the aims of this policy and will enhance the City Centre's offer by delivering exceptional quality, flexible, Grade A office floorspace that meets an identified shortfall.

3.15 As identified in Policy CC1 Primary Economic Development Focus: City Centre and Fringe, the focus for employment growth will be in B1a high density offices within the City Centre, particularly in key strategic areas such as Mayfield. The proposed amendments will remain fully in accordance with Policy CC1 and the proposals will continue to deliver development of a quality and profile that is capable of attracting new local, regional, national and international occupiers within the financial and professional services sector.

3.16 Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity. Additionally, Core Strategy Policy SP1 states that all development should have regard to the issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks.

3.17 Core Strategy Policy EC1 states that Manchester City Centre is a key location for the most significant employment generating uses.

3.18 Core Strategy Policy EC3 states that employment generating uses including offices and other commercial development will be encouraged in the Regional Centre providing the development is well connected by sustainable transport to both the wider city and surrounding residential areas, and where the scale and type of office does not undermine employment in the City Centre.

3.19 Core Strategy Policy EC8 states that Manchester City Centre is expected to deliver approximately 14ha of employment land and that the Plan promotes development which has regards to ensuring employment within Central Manchester complements those uses.

3.20 Core Strategy Policy CC1 supports high density offices and states that the Council will give particular encouragement and support for these uses in the City Centre. The design amendments have been proposed to ensure that the development is of the highest quality and capable of operating in the most effective manner.

3.21 Core Strategy Policy CC5 states that Council requires development to include adequate parking provision for cars and bicycles in line with parking standards set out in the Core Strategy, which should be balanced with sustainable transport objectives and improving environmental outcomes.

3.22 Core Strategy Policy CC7 states that the City Centre presents the most viable opportunities for mixed-use development and in general these will be promoted as a means of using land as efficiently as possible. Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function or as part of a development which has such a function.

3.23 Core Strategy Policy CC8 identifies the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects this will generally be supported. The approach to development in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the City Centre will be supported, subject to the proposal's impact on key aspects of the city's heritage and character. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.

3.24 Core Strategy Policy CC6 states that City Centre development will generally be high density in order to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

3.25 Core Strategy Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding areas in terms of the design, scale and appearance. Core Strategy Policy DM1 also states that buildings and neighbourhoods should be fully accessible to people with disabilities.

3.26 Policy CC 10 of the Core Strategy states that the City Centre should be A Place for Everyone, which can only realistically be achieved if the design is inclusive and the on-going management and maintenance of spaces.

3.27 In 2018, Manchester City Council's Executive Committee endorsed the Mayfield Strategic Regeneration Framework, which confirmed support for the proposals for the application site, including temporary activation of the site as existing and permanent redevelopment for a commercially-led development. The amended scheme continues to accord fully with the latest Mayfield SRF.

Site Specific Material Considerations

Ground Conditions

3.28 Core Strategy Policy EN 18 requires that any new development of contaminated land must be accompanied by a health risk assessment.

3.29 In terms of changes that have relevance to the Ground Conditions section (Chapter 10) of the EIA, the proposed changes include the method and required mitigation associated with delivering the park as a single phase. This strategy has been informed by further ground investigations and proposed site remediation strategies that have been submitted as part of the Condition Discharge process to date, which have been appended to this EIA Addendum (Volume 2, Appendix 10.1A; Appendix 10.2A; Appendix 10.3A; Appendix 10.4A; and, Appendix 10.5A) and summarised below.

3.30 During the groundworks for the park, appropriate mitigation measures have been agreed in order to mitigate any significant impacts to the River Medlock and ground contamination. Therefore, additional measures above those recommended within the submitted EIA are as follows:

- Where areas of soft landscaping are proposed, a capping layer will be required to a minimum of 450mm. Soils used in soft landscaping capping should be natural nonreworked origin and will be subject to a program of chemical testing to confirm suitability for use in this context at a frequency of 1 sample / 250m3 used. Photographic evidence that the required capping thickness has been achieved should be obtained at all soft landscaping locations.

- The reuse of this site won material will need to be done in compliance with the RoC Consulting Earthworks specification in order to ensure its conformity with requirements as engineered fill. In addition, the material should be subject to chemical analysis at a frequency of 1 sample per 500m3 used to ensure no sources of contamination are being introduced to site soils during the earthworks process. As is the case with proposed landscaping capping, the contractor should ensure samples of site won material proposed as backfill are taken at the required frequency for chemical analysis.

- Earthworks proposals will see the majority of made ground deposits excavated until natural strata (either alluvial deposits or Sandstone bedrock) is encountered. Site levels will then be restored using site won material that complies with the specification for material reuse outlined above. As such it is considered the risks posed towards both surface (Medlock) and bedrock aquifers will be reduced.

- Special precautionary measures will be required when working near the riverbank. Access to the riverbank should be restricted by way of fencing and / or rails. Access to the riverbank beyond protective barriers should not be permitted unless appropriate risk assessments have been undertaken and alternative safety measures employed. Discussions with the Environment Agency regarding protection of the River Medlock and any works undertaken within proximity of the river are subject to submission of adequate risk assessments and require approval before commencing works.

- It is likely that contaminated material including Asbestos will be encountered during bulk earthworks. All construction persons should be properly briefed on the identification of Asbestos material and, where encountered, earthworks should cease whilst risks are properly considered. The regular damping down of excavations and excavated soils would also be prudent in such instances to prevent dust generation and release from any Asbestos contaminated soils.

- Any sources of contamination uncovered during site development works should be brought to the immediate attention of RoC Consulting for consideration and comment. As required, the findings and recommendations of the current assessment may require amendment to reflect changes in site condition.

- A watching brief should also be adopted throughout ground works and any suspected sources of grossly contaminated soil brought to the immediate attention of RoC Consulting for consideration and comment.

- The operation of plant and refuelling facilities should include appropriate provision to reduce the risk of leakage / spillage, particularly into the site's groundwater table or exposed natural soils.

- All excavated materials stockpiled should be periodically dampened down to control dust release. Similarly, the disposal of any material from site should be completed using covered wagons.

- During redevelopment the workforce will need to adopt full HSE measures to ensure that the elevated concentrations of contaminants requiring cover, treatment and/or removal are dealt with according to current guidelines and codes of practice. Suitably experienced and competent staff should be employed to carry out the on-site remediation. It is considered the use of full PPE and proper site welfare and hygiene practises will adequately mitigate against risks posed.

- Dust mitigation measures are to be employed during the site's development, particularly when dealing with made ground that may contain asbestos fibres. Dust mitigation measures include but are not limited to the periodic damping down of stockpiled materials, avoidance of doubling handling and real time air quality / asbestos fibre monitoring. Asbestos awareness training should be provided for all groundworkers at the site.

3.31 It is considered that, based on the site conditions and the proposed works, that the above mitigation measures will manage any potentially significant impacts associated with ground contamination and will lead to instances of unacceptable contamination being remediated.

Ecology

3.32 Policy EN8 states that development should have regard to the opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation to climate change. In order to address the requirements of this Policy, an Ecology ES Chapter and technical appendices (Chapter 9) has been prepared and the details of this are summarised below.

3.33 The proposed amendments include the relocation of the park areas and retention of river walls in some areas to help control existing river flow. The former 'wetland area' to the north east of the site is to become the 'Play Yard' play area.

3.34 The former play area will become the new 'wetland area' and will provide areas of flood compensation and manage flood risk on site, upstream and downstream in line with the new river design. It is noted that this will also lead to the creation of altered habitat areas within the park compared to the approved scheme.

3.35 An updated phasing plan and landscaping plans have been submitted to the Council in order to discharge Conditions 3, 65a, 74, 79 and 83 attached to application ref no. 124972/FO/2019 (LPA Ref.: CDN/20/0689 and CDN/20/0846).

3.36 Detailed soft landscaping information, including planting palettes, were produced to support the discharge of the above planning conditions. These provided the species lists and attributes used to assign the planting areas to the habitat types and condition scores used within the biodiversity metric in the net gain assessment, and differ to those included within the original 2019 assessment based on outline information.

3.37 The EPS licence for the removal of the bat roost within the culverted section of the River Medlock was submitted to and approved by Natural England, which was then subsequently issued to Manchester City Council in order to confirm the discharge of Condition 23 (CDN/21/0098) attached to Planning Permission Reference 124972/FO/2019. In relation to Condition 86, no bat roost was discovered within the Hoyle Street culvert and therefore no mitigation was required. Information has been submitted to confirm this.

3.38 The most significant operational effects from both Application 1 and Application 2 were moderate beneficial impacts to the River Medlock as a result of the naturalisation of the river corridor and the beneficial impacts of the new Park soft landscaping on local fauna including bats, birds and invertebrates.

3.39 Amendments to the proposed Park design have reduced the extent to which the River Medlock will now be naturalised. Whilst previous proposals sought to remove almost all of the hard engineered walls along the length of the river in the site, the new proposals remove three distinct areas of the wall, creating the wildscape area in the centre of the site and bankside habitat on the northern bank in the west of the site. This, subsequently, reduces the amount of wetland and riparian habitat which will be incorporated into the Park design.

3.40 Additionally, detailed hydrological modelling of the typical annual river flows identified areas where the naturalised edges in the amended proposed development design would be permanently or seasonally wet. The results of the modelling were used to define the extent of the wetland habitat areas which would realistically persist as intended on site. This proved to be less than originally assumed in the previous Park design.

3.41 Overall, the biodiversity net gain on site for the Phase 1 element of the proposals represents a 90% improvement in terms of biodiversity score against baseline levels recorded prior to the development taking place. Across the Mayfield SRF area, there will be further opportunities to enhance the biodiversity net gain as future development plots are brought forward with their own planting and ecological enhancements.

Drainage

3.42 Core Strategy Policies SP1, CC1, H1 and DM1 states that new development proposals must have regard to flood risk and drainage. Core Strategy Policy EN14 states that an appropriate Flood Risk Assessment will be required for all development proposals on sites greater than 0.5 ha within Critical Drainage Areas (this requirement is extended within the NPPF to all sites greater in size than 0.5ha notwithstanding whether they are in a Critical Drainage Area). Policy EN14 also states that all new development should minimise surface water run-off, including through Sustainable Urban Drainage Systems (SuDs) and the appropriate use of Green Infrastructure. In Critical Drainage Areas, evidence to justify surface water run-offs will be required.

3.43 Core Strategy Policy EN17 states that development should avoid any adverse impact on water quality, including during construction; should minimise surface water run-off from development and associated roads; and maximise use of sustainable urban drainage systems.

3.44 The amendments proposed the relocation of river channel design and flood compensation areas to work with the new river design and achieve the aims of the approved flood risk assessment.

3.45 The overall drainage strategy is consistent with the original approval, with areas that are required to act as flood compensation and infiltration of surface water amended by the new design to achieve the aims of the Flood Risk Assessment.

3.46 The revisions to the Proposed Development are therefore still considered to be wholly in compliance with the Development Plan and NPPF with regards to flooding and drainage.

3.47 Detailed consultation has been undertaken with the Environment Agency in order to appreciate how best the development manages the risks associated with Flood Zone 3 and Buro Happold have produced additional documents that superseded and add to the ES Volume 1 dated December 2019 through the EIA Addendum appendices. A qualitative statement has been provided within the EIA Addendum which reflects the quantitative work that has been undertaken to revise the drainage and flood mitigation for the Site in line with the new river channel and park designs.

4 Conclusion

4.1 The proposed amendments to the approved Mayfield Phase 1 development are required in order to ensure the successful delivery of the scheme. The amendments have been carefully considered to ensure that they are of only minor material consequence to the approved scheme.

4.2 As set out in the Planning Statement provided in Appendix A in support of the Original Planning Application, the scheme replaces a vacant and under-utilised brownfield site with landmark office buildings of the highest quality and a new high-quality park. In doing so, the scheme will provide a basis for commencing the regeneration of Mayfield to deliver value added economic growth aligned to one of Manchester's key growth sectors (financial and professional services) as identified within the Greater Manchester Strategy.

4.3 The proposed amendments will not result in any changes to the overall mix of uses, with the development providing a Grade A office buildings with supporting retail, restaurant and café uses. A number of changes have been made to the Mayfield Park to reflect ongoing design development, further liaison with statutory consultees and changes to the delivery programme.

4.4 The design of the development proposals continues to take account of the relationship with surrounding development in terms of scale, height and massing of development, and will combine sensitively with the existing fabric of the City Centre.

4.5 As a result of the design development for the park areas and retention of the building plots as approved, the Proposed Development will continue to deliver the following important public benefits:

- Investing in public realm, with the quality of the environment on this brownfield site enhanced by the proposals through enabling the delivery of a new 2.6 acre public park to be delivered in a single comprehensive phase of development.

- Enabling Manchester to compete nationally and internationally for occupiers, fuelling the next phase of the City's economic growth, with the creation of a unique employment location that is supported by significant green and blue infrastructure.

- Creating high density employment within one of Manchester City Centre's priority regeneration areas and key strategic employment locations, and maximising the economic potential of this highly accessible site.

- Delivering buildings that are designed to be appropriate to the character and appearance of the buildings surrounding the site, the future Strategic Regeneration Framework for Mayfield and occupying an important initial plot within the Mayfield development.

- Removing a significant amount of surface and on-street parking from the area through agreement of S.278 drawings post-determination.

- Offering active ground floor uses that will add to the diversity of offer for local communities and targeted at premium quality occupiers, as well as retaining the exceptional temporary uses that have generated significant momentum on site.

- Introducing new cycle facilities to add to the existing offer of sustainable transport opportunities by Metroshuttle, bus, tram and train as well as the creation of a development that is designed to be accessible to all users, including those whose mobility is impaired.

4.6 Overall, it is considered that the proposed amendments are fully in accordance with the original design intent of the scheme; it has been demonstrated within this Statement that they will not affect the considerations or conclusions reached in respect of the original planning submission.

4.7 The proposals continue to be in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy. The proposals therefore merit support from the City Council and the grant of Planning Permission.

5 Appendix A – Original Planning Statement

Deloitte.
Real Estate

Mayfield Manchester: Phase 1

Planning Statement Addendum

December 2019

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Planning Statement Addendum

Introduction

This Planning Statement Addendum (herein referred to as the "Statement") accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC), in respect of land within the Mayfield Strategic Regeneration Framework (SRF) area. The Application (Ref.: 124972/FO/2019) was submitted and validated on 04 October 2019 and is in the process of being determined by Manchester City Council.

An update to this Planning Application is required during determination because amendments are sought to the details of the application submitted with regards to quantum and associated design co-ordination relating to Baring Street Office 1 and Baring Street MSCP.

The original Planning Statement is contained as Appendix A to this Addendum Statement for completeness and to provide a full paper trail for the submission.

This Addendum Statement assesses the amendments to the Proposed Development against the requirements of the Development Plan and other material considerations which inform the decision making process.

Proposed Amendments

The design changes from the originally proposed scheme, as set out in the updated and enclosed planning drawings and Design and Access Statement Addendums, are summarised as follows:

Baring Street MSCP

- **Ground floor level**: the ground floor is lowered by 400mm to floor height of 34.50 metres (AOD) and the ground floor ramp is also removed as a result of this lowering. This has allowed for an efficient and appropriate relocation of accessible parking spaces following the internal ground floor layout being reconfigured.

- **Access**: vehicular entrance moved to Baring Street, with the exit still located on the southern elevation as per the original submission. The width of the, now separate, entrance and exit has increased to suit an identified occupier requirement. With regard to pedestrian access, the entrance from the car park to Mayfield Park has moved, with the core located in the space between the MSCP and office building. The pedestrian access from Baring Street has also moved slightly south.

- **Number of parking spaces**: the amount of parking spaces has been maximised as a result of adopting Automatic Number Plate Recognition ('ANPR') and moving the substation to the northern elevation to gain additional parking spaces. An additional half-deck of parking spaces have also now been included behind the parapet at roof level, combining with other changes to increase the number of spaces to 581 (+38 spaces). The number of disabled spaces remains the space at 21 and EV charging spaces at 60.

- **Massing**: the additional half deck level for car parking (Level 10) has resulted in a subsequent increase in parapet height and the height of the lift overrun. The new parapet height is 66.300m AOD and the planning height previously submitted was 65.981m AOD. This gives a height increase of 257mm, based on a 1.8m high parapet around the open roof parking level, which would be broadly imperceptible.

- **Core and general arrangement**: the building's floorplate extended south whilst the south facade depth has decreased, resulting in no overall extension to the MSCP. Stairs have been amended within car park layout to connect half levels as part of fire strategy, with the fire stair

to the south now rotated. The lift lobby has been extended to deliver better accessibility to the car park floors from the lift.

Baring Street Office 1

- **Basement and ground level changes**: a basement has been incorporated into the scheme to accommodate cycle facilities and additional back of house areas of the building to improve the overall functionality. The ground floor has been altered, with Baring Street activated following additional office space now fronting Baring Street. This has been made possible by relocating the cycle spaces in the basement, rather than fronting Baring Street as previously proposed. The interface with the MSCP to the south has also been developed. Ground floor windows have been introduced to Baring Office 1 which face southward in this area to improve activation between the two development plots and overlook this space.

- **Footprint**: the footprint between the building and the MSCP has been refined and the building has extended south by 920mm.

- **Massing**: the western entrance overhang has been lowered to increase the overall amount of useable floorspace and create a more welcoming entrance. In addition, the structural solution for cantilever has now been developed, resulting in removal of the diagonal bracing expressed in the façade.

- **Quantum**: as a result of the above changes, the proposed development quantum has increased from 9,987 sq m (GEA) as submitted to 11,142 sq m (GEA) now proposed. This represents an increase of 1,155 sq m (GEA) of office floorspace associated with the development. This is primarily driven by the addition of the basement level. The number of cycle spaces has also increased from 75 to 88.

The park and other areas of public realm applied for in Application 1 remain unchanged as a result of these amendments save for the revised vehicular entrance to the car park and minor changes to the public realm immediately surrounding the buildings. Similarly, the site description and area as set out in Appendix A all remain consistent with the previously Proposed Development and are therefore unchanged.

Description of Development

As a result of the above the description of development has been updated as follows:

> *"Application for Full Planning Permission for two buildings comprising: 9 storey mixed use building (including ground and mezzanine) comprising office space (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or B1) and rooftop amenity spaces and terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant and back of house functions; a 11 storey car park (including ground) comprising 581 car parking spaces (Use Class Sui Generis); and a Park; along with associated public realm, highways works and other associated works"*

Use and Amount

As a result of the design development the Proposed Development will provide the following accommodation:

Use	Proposed Development
Site Area	5 ha – *no change*
Office Building	Baring Street Office 1: 10,184 sq. m. (GIA) / 11,142 sq. m. (GEA)
Baring Street Multi-Storey Car Park (MSCP)	581 spaces / 18,562 sq. m (GEA)
Mayfield Park	2.4 ha of hard and soft landscaping, centred around the River Medlock and delivered in two phases, with relevant enabling and site remediation works associated with the delivery of each phase. – *no change*
Other	Junction improvements to London Road, improvements to Baring Street and immediate surrounds and Traffic Regulation Orders and Stopping Up of Bond Street and Nether Street. – *no change*

Phasing

Following discussion with Manchester City Council the phasing has been updated to include an additional phase – the southern bridge over the River Medlock. The Phasing is therefore now as follows. See drawings 0343-SEW-ZZ-ZZ-DR-Z-001000 Rev P00 and 0343-SEW-ZZ-ZZ-DR-Z-001001 Rev P01.

- Phase A - Demolition and site clearance, earthworks including re-profiling, construction of retaining walls:
- Phase B - London Road junction & temporary access road:
- Phase C - MSCP and immediate public realm:
- Phase D - Baring Street and associated highways and public realm:
- Phase E - Baring Street Office 1, loading bay & immediate public realm (hard landscaping only):
- Phases F, G, H, I – Mayfield Park delivered in 4 phases:
    - Phase G is now the southern bridge over the River Medlock.
    - Phase F of the Park to be delivered in tandem with Phase C (MSCP). Other Phases to follow.

Pre-Application Consultation

The application is resubmitted following pre-application consultation with officers at Manchester City Council and statutory consultees during the determination process with regard to the principles of the proposed amendments and the details and form of the forthcoming resubmission.

The details of the information resubmission have been discussed in advance with statutory consultees in relation to the proposed amendments and their impact on associated technical documents and the Environmental Impact Assessment submitted.

Where agreed and relevant to do so, the studies undertaken and chapters prepared in relation to the EIA have been updated via an EIA Addendum, which summarises any additional likely significant effects, cumulative impact and residual impact as a result of the changes. This EIA Addendum is submitted with this resubmission of Application Reference 124972/FO/2019 along with any updated technical appendices updated.

Resubmission documentation

This Addendum Statement should be read together with the planning application documentation submitted in support of 124972/FO/2019, with explicit reference to the original Planning Statement

contained in Appendix A to this report. The table below details the changes to the application documentation (highlighted red). **Please note this excludes any documents that specific to the Park as there is no change to these.** In summary the documentation changes are as follows:

- A set of revised floorplans and elevation drawings for Baring Street MSCP and Baring Street Office 1 prepared by SEW and Bennetts Associates;

- Baring Street Office 1 Design and Access Statement Addendum prepared by Bennetts associates, to be read alongside the original Baring Street Office 1 Design and Access Statement;

- Baring Street multi-storey car park ('MSCP') Design and Access Statement Addendum prepared by SEW, to be read alongside the original Baring Street MSCP Design and Access Statement; and

- EIA Addendum and Appendices prepared by Deloitte Real Estate, with input from the EIA team confirmed by individual technical notes, to be read alongside EIA Volume 1 (ES Chapters) and Volume 2 (Technical Appendices);

- Technical document addendums and updated documents: Waste Management Strategy (Baring Street Office 1), Sustainability Strategy and Masterplan Car Parking Strategy.

- As updated Masterplan Drainage Strategy and Drainage Strategies for Baring Street Office 1, and the Multi-Storey Car Park have been provided in relation to the comments received from MCC's Flood Risk Team to confirm the exploration of SUDs.

An updated Drawing Schedule is submitted detailing the changes and new revisions.

Application Documentation	Update Required (NB. This list excludes Park specific documents and drawings.)
Existing Plans	No change.
Proposed Plans	**Updated proposed drawings**, reflecting the changes set out in this document and the Design and Access Statement Addendums.
Phasing Plan	Phasing Plan (Phases B-I) **updated** following discussion with Manchester City Council.
Application Form and Certificates	Quantum of development amended in Application 1 to confirm the revised car parking numbers and B1 Office floorspace. Additional planning application fees have been paid to the Local Planning Authority to account for the increase in floorspace. We have not formally altered the application form.
Planning Statement	This **Addendum** document with the original Planning Statement appended.
Schedule of external materials Office 1	No change.
Schedule of external materials MSCP	No change.
Design and Access Statement Office 1	**Addendum to the Design and Access Statement** prepared to account for the changes to the development. The overall design philosophy, use, approach and building access arrangement remain

Application Documentation	Update Required (NB. This list excludes Park specific documents and drawings.)
	substantially unchanged. An **updated Area Schedule** is also submitted.
Design and Access Statement MSCP	**Addendum to the Design and Access Statement** prepared to account for the changes to the development. The overall design philosophy, approach and use remain unchanged, with an uplift in parking spaces comprising the primary change.
Crime Impact Statements	No change. The design have been reviewed by GMP and they have confirmed that there is no change to the recommendations and conclusions of the Crime Impact Statements submitted.
Baring Street Office 1 Waste Management and Servicing Strategy including Proforma	**Updated document** to reflect revised back of house strategy with revised bin store layouts and waste storage requirements as a result of the uplift in office floorspace. Confirmed that there is sufficient room to accommodate the additional requirement.
TV Reception Surveys	No change. The level of interference of the development will not change as a result of the nominal increase in building height of the MSCP.
Ventilation Strategy Office 1	No change. The high level strategy for ventilation is consistent with that originally submitted i.e. mechanical ventilation and heat recovery systems with mechanical heating and cooling.
Ventilation Strategy MSCP	No change. The high level strategy for ventilation is consistent with that originally submitted i.e. naturally ventilated through porous elevations.
Energy Strategy Office 1	No change. Combining high performing fabric design and efficient building services provides a consistent regulated carbon emission result as per the original proposal.
Environmental Standards Statement	**Updated document** submitted with references to the quantum of development updated to reflect the revised proposals, but no change to the overall principles set out in that document.
Sustainability Statement	Minor update to reflect the number of initial EV charging points and cycle parking spaces included. An **addendum statement** has been prepared to confirm this.
Statement of Consultation	No change.
Community Engagement Vision	No change.
MSCP and Office Management and Maintenance Strategy	No change.
Archaeological Desk Based Assessment	No change.
UXO Desktop Study	No change.
Local Labour Agreement	No change.
Temporary Use Strategy (included within the	No change.

Application Documentation	Update Required (NB. This list excludes Park specific documents and drawings.)
Masterplan Design and Access Statement)	
Masterplan Car Parking Strategy	**Updated** to reflect revised car parking numbers.
Masterplan Cycling Strategy	No change.
Masterplan Energy Strategy	No change.
Masterplan Waste and Servicing Strategy	No change.
Masterplan Ecology Strategy	No change.
Masterplan Drainage Strategy	No change, but should be read in conjunction with the updated Flood Risk Assessment and Drainage Strategy submitted as part of the Environmental Statement.
EIA Documentation – updates provided via an EIA Addendum	
Introduction Chapters: Introduction, EIA Methodology, Site and Development Description, Consideration of Alternatives	Updates set out within EIA Addendum to reflect the changes in quantum. Amendments have been made to the description of the proposals in the introduction and the development description sections. No change to EIA Methodology, site description and consideration of alternatives sections as set out in the original ES Volume 1 dated October 2019.
Construction Management and Phasing **Technical Appendix – Construction Management Plans**	No change as construction methodology remains the same. Confirmed in the EIA Addendum.
Noise and Vibration **Technical Appendix – Noise and Vibration Assessment**	Updated with a qualitative statement to reflect the impact of the additional car movements on the levels of noise and vibration experienced at the nearest sensitive receptors. EIA Addendum reflects this assessment and therefore confirms that there is a negligible (non-significant) change to conclusion of the ES Chapter or supporting technical appendices. A separate technical note has been prepared to confirm this alongside the EIA Addendum.
Traffic and Transport **Technical Appendices: Transport Statement and Framework Travel Plan**	Updated with a qualitative statement to reflect the impact of the additional car movements on the local highway network and highway safety and comments received from TfGM and Highways. EIA Addendum reflects this assessment and confirms that there are no changes to conclusion of the ES Chapter, in terms of cumulative or residual impact, or supporting technical appendices. A separate technical note has been prepared to confirm this alongside the EIA Addendum.

Application Documentation	Update Required (NB. This list excludes Park specific documents and drawings.)
Air Quality **Technical Appendix: Air Quality Assessment**	Updated with a qualitative statement to reflect the impact of the additional car movements on the air quality experienced at the nearest sensitive receptors. EIA Addendum reflects this assessment and therefore confirms that there are no changes to conclusion of the ES Chapter, in terms of cumulative or residual impact, or supporting technical appendices. A separate technical note has been prepared to confirm this alongside the EIA Addendum.
Ecology **Technical Appendices: Ecological Assessment Report, Bat Survey, River Survey, Arboricultural Impact Assessment, Ecology Strategy with Biodiversity Net Gain Calculations**	No change. Confirmed in the EIA Addendum and a separate technical note has been prepared to confirm this alongside the EIA Addendum.
Ground Conditions **Technical Appendix: Phase 1 Ground Conditions Report**	No change. Confirmed in the EIA Addendum and a separate technical note has been prepared to confirm this alongside the EIA Addendum.
Water Resources and Flood Risk **Technical Appendix: Flood Risk Assessment and Drainage Strategy**	Drainage Strategies updated for Baring Street MSCP and Baring Street Office 1 to reflect the latest comments from the flood risk team and propensity for installation of SUDs appended to the ES Addendum. These updated documents supersede EIA Appendix 11.1 of ES Volume 1 dated October 2019. Qualitative statement confirms that no change to the conclusion of the ES chapter, either in terms of cumulative or residual impacts, as confirmed in the EIA Addendum. A separate technical note has been prepared to confirm this alongside the EIA Addendum.
Wind Microclimate **Technical Appendix: Wind Microclimate Assessment**	Wind Microclimate Assessment has been remodelled to account for the changes to the massing of the development. This has confirmed that there are no changes to the identified cumulative or residual wind impact once mitigation has implemented on site, with recommendations for further testing of wind mitigation proposed prior to operation. Revised wind modelling attached to the EIA Addendum, replacing Appendix 12.1 of ES Volume 1 dated October 2019. A separate technical note has been prepared to confirm this alongside the EIA Addendum.
Daylight, Sunlight, and Overshadowing **Technical Appendix: Daylight and Sunlight Assessment**	Negligible change associated with increase in building massing. Confirmed in the EIA Addendum. A separate technical note has been prepared to confirm this alongside the EIA Addendum.
Townscape and Visual Impact **Technical Appendices: Zone of Visual Impact and Viewpoints**	Negligible change to four viewpoints with no change to the conclusions in terms of cumulative or residual impact. Confirmed in the EIA Addendum and by way of email from Chris Burnett.

Application Documentation	Update Required (NB. This list excludes Park specific documents and drawings.)
Plan, Verified Views (Wireline, White Block Massing and Fully Rendered)	
Socio-economic Impact **Technical Appendix: Socio-Economic Data Tables**	Additional jobs created as a result of the increase in amount of B1 Use Class office floorspace created. No change to the conclusions in terms of either cumulative or residual impact. A separate technical note has been prepared to confirm this alongside the EIA Addendum.
Type 1 Cumulative Impact Assessment	There is an increase in inter-project effects on human health as a result of the increase in number of parking spaces provided. This has been deemed to be non-significant.
Summary of Residual Effects	No change as there are no significant anticipated impacts beyond those previously identified, subject to mitigation being implemented as recommended, as a result of the proposed scheme revisions.
Non-Technical Summary (Volume 3)	Amendments to the non-technical summary provided in the EIA Addendum as relevant to explain the revisions to the scheme and associated technical studies in non-technical language.

Document Structure

The remainder of this Addendum Planning Statement is structured as follows:

- Planning Considerations –The implications of the changes are discussed and assessed against key planning policy and site specific issues.

- Conclusion – concludes by summarising the case for the grant of Planning Permission.

Planning Considerations

Introduction

This section considers and assesses the proposed amendments in the context of the approved scheme and key planning issues presented within the original planning submission (Ref.: 124972/FO/2019).

Where appropriate, input into this section has been provided by the technical consultants that have prepared the original assessments following a detailed review of the proposed amendments.

As set out in the introduction to this Planning Statement Addendum, there are no changes to the park element of the scheme and only revisions to the original proposals for the MSCP and Office 1 are proposed by this Addendum.

The overall design and appearance of the two buildings proposed within 124972/FO/2019 remains consistent with that originally approved in terms of rhythm of the facade, materiality, colouration and function.

Overall, it is considered that the development will continue to provide an office-led scheme that is fully in accordance with the adopted Manchester Core Strategy and the most recent Mayfield SRF (endorsed 2018).

Key Planning Considerations

The proposed amendments have been assessed with regard to the key planning policy and development control issues associated with the original planning application.

Planning Policy

National Planning Policy

There has been no change to the National Planning Policy Framework (NPPF) since the Planning Application was submitted in October 2019. The proposed amendments to the buildings accord with the core planning principles of the NPPF.

The proposals continue to provide a landmark office-led development that will deliver a catalyst for real transformational change in the area in line with the Mayfield Strategic Regeneration Framework (2018). The delivery of a car park, included within the SRF (2018) remains within the scheme and below the 700 space threshold set out in that Framework, despite the uplift in the number of spaces now proposed.

The delivery of Phase 1 will lead to significant job creation and will enable the delivery of a new city centre park that will provide significant economic, social and environmental benefits for the local and regional economy.

In March 2014, the Government issued the Planning Practice Guidance (PPG) online resource, which is designed to bring together planning practice guidance for England in an accessible and useable way. The PPG provides further detail to assist in the understanding of planning policies as set out in the NPPF.

In particular, the proposals are still in accordance with the following areas of guidance:

- Before submitting an application – the Applicant has agreed the approach to handling the proposed amendments with the Local Planning Authority.

- Design – the proposals continue to be of an extremely high quality design, which will be constructed from premium materials.

Local Planning Policy

There has been no change in local planning policy since the Planning Permission was originally applied for in October 2018. The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document for Manchester.

Overall, it is considered that the nature of the proposed amendments to the scheme means that it remains in full accordance with the key spatial principles of the Core Strategy. The principle of development is supported by the current planning context.

Policy SP1 Spatial Principles identifies the key spatial principles that will guide the strategic development of Manchester to 2027, including the principle that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The revised scheme remains fully in accordance with the aims of this policy and will enhance the City Centre's offer by delivering exceptional quality, flexible, Grade A office floorspace that meets an identified shortfall.

As identified in Policy CC1 Primary Economic Development Focus: City Centre and Fringe, the focus for employment growth will be in B1a high density offices within the City Centre, particularly in key strategic areas such as Mayfield.

The proposed amendments will remain fully in accordance with Policy CC1 and the proposals will continue to deliver development of a quality and profile that is capable of attracting new local, regional, national and international occupiers within the financial and professional services sector.

In 2018, Manchester City Council's Executive Committee endorsed the Mayfield Strategic Regeneration Framework, which confirmed support for the proposals for the application site, including temporary activation of the site as existing and permanent redevelopment for a commercially-led development. The amended scheme continues to accord fully with the latest Mayfield SRF.

Other Material Considerations

Transport

The location of the MSCP has been selected as it is in close proximity to the Manchester and Salford Inner Relief Route and therefore will not significantly affect traffic levels in the City Centre. The uplift of spaces has been retested in terms of junction modelling and trip generation to confirm this. The concentration of car parking in this location is in line with Council strategy.

In terms of the building's function as a car park, acknowledging trends towards the need for cars and the type of cars users will drive in the future, the design is adaptable to accommodate the changing trends in ownership of electric vehicles. 10% of all electric charging points will be provided (60 spaces), with the capacity for this to increase.

The MSCP will additionally provide the development with essential disabled car parking spaces with 21 spaces proposed in total. The number of disabled spaces has not altered from the original submission. The number of cycle spaces in the office building has increased by 13 in line with Policy CC5 (transport) to ensure that the development has adequate parking provision for bicycles. Those who use bicycles to travel will benefit from a significant investment in the cycle infrastructure network as part of this application and support the use of sustainable transport modes to further reduce reliance on private car trips.

Design

In line with Policy DM1 (development management), the revised proposals represent a modest improvement on the design of the development overall, which has benefitted from further design co-ordination. Primarily, the Baring Street frontage for Office 1 is now improved by replacing the cycle storage area with either new commercial office or retail floorspace to the betterment of the local environment.

Air Quality

Policy EN16 requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

During construction, site activities will have the potential to affect local air quality in particular from dust deposition and increases in particulate matter concentration. Mitigation measures have been proposed in the Air Quality Risk Assessment to ensure that the residual effects of construction activities will not be significant.

During operation, it is considered that the uplift in car parking spaces will not materially affect the conclusions of the previously prepared Environmental Statement Chapter relating to Air Quality. Any instances of potentially significant impact can be offset by mitigation measures, including significant new tree planting and at source roadside mitigation.

Noise and Vibration

Given the uplift in car parking spaces, the Acoustic Consultant has reviewed this in the context of potential noise and vibration impacts experienced at the nearest sensitive receptors. A Noise and Vibration ES chapter addendum statement has been prepared in support of the revised Proposed Development, to appreciate the noise impact associated with both the construction and operation of the development on the nearest sensitive receptors.

The assessment confirms that noise levels as a result of construction are to be minimised by the mitigation methods described in BS 5228. Low noise and vibration construction methods will be used wherever practicable and appropriate acoustic screening will be implemented where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be Negligible to Minor Adverse.

The principal long-term potential environmental noise source associated with the Proposed Development is building services plant, rather than vehicular movements. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required, to meet the noise emissions criteria at each noise sensitive receptor at and around the Application Site. As such there should be no increase in the existing background noise levels at noise sensitive receptors and negligible impact is expected as a result of the changes.

The revisions to the Proposed Development are therefore considered to comply fully with Core Strategy Policies DM1 and C10 and UDP Policy DC26 in relation to noise and vibration impact.

Wind Microclimate

Policy EN2 states that, “by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment”. Paragraph 12.14 goes on to state, “it is for these reasons that it is considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space.”

This resubmission of the original application is supported by an assessment of the potential impact of the proposals on the pedestrian level wind environment in and around the site and surrounding area; the assessment was undertaken by BMT Fluid Mechanics and formed Chapter 12 of the Environmental Statement submitted in support of the application.

The boundary layer wind tunnel study has enabled the pedestrian level wind environment at the Site to be quantified and classified in terms of suitability for current and planned usage, based on the industry standard Lawson criteria for pedestrian comfort and safety. Safety issues were identified at the northern corner of Baring Street Office 1 and the east façade side of MSCP.

However with the introduction of the wind mitigation scheme within the context of existing and future surrounds, wind conditions within the Proposed Development at ground levels, and the surrounding areas are improved and remain suitable, in terms of both safety and comfort, for their intended usage throughout the year.

The Proposed Development is therefore considered to be wholly consistent with Core Strategy Policies DM1 and EN1 and the requirements of MCC's Residential Quality Guidance with regards to wind microclimate.

Drainage

Following consultation with the Flood Risk Team at Manchester City Council, further clarifications were requested in relation to the approach to SuDs. As such, the detailed drainage strategy for the plots and the overall Masterplan Drainage Strategy have been updated to account for exploration of SuDs, which will be refined through further detailed design development.

In line with the guidance provided within the Manchester City Council (MCC) SuDS Requirements for New Developments and conversations with both MCC and the Environment Agency the proposed discharge rate is to be restricted to 50% of the existing brownfield runoff rate. To provide greater betterment and to negate the requirement for long-term storage on the site an allowance of 2l/s/ha should be subtracted from this 50% peak discharge rate.

The revisions to the Proposed Development are therefore now considered to be wholly in compliance with the Development Plan and NPPF with regards to flooding and drainage.

Detailed consultation has been undertaken with the Environment Agency in order to appreciate how best the development manages the risks associated with Flood Zone 3 and Buro Happold have produced a Flood Risk Assessment and Drainage Strategy (FRA) and a Water Resources ES Chapter to reflect the agreed approach. The FRA identifies appropriate measures to mitigate against pollution to watercourses, sewerage infrastructure and groundwater.

Conclusion

The proposed amendments to the application reference 124972/FO/2019 are required in order to ensure the successful delivery of the scheme, both in terms of ensuring that the level of Grade A office floorspace can be maximised to meet identified demand and that the building operates the most efficient manner. The amendments have been carefully considered to ensure that they are of only minor material consequence to the approved scheme.

As set out in the Planning Statement provided in Appendix A in support of the Original Planning Application, the scheme replaces a vacant and under-utilised brownfield site with a landmark office building of the highest quality. Baring Street Office 1 will enhance the townscape of Baring Street and key views and routes to the site from the Mancunian Way and Piccadilly Station, positively addressing an entrance point to this significant commercially-led regeneration scheme; acting as a marker for Mayfield within the City Centre.

In doing so, the scheme will provide a basis for commencing the regeneration of Mayfield to deliver value added economic growth aligned to one of Manchester's key growth sectors (financial and professional services) as identified within the Greater Manchester Strategy.

The proposed amendments will not result in any changes to the overall mix of uses, with the development providing a Grade A office building with supporting retail, restaurant and café uses. There will be a minor increase in office floorspace, which, as demonstrated within this Statement, will be of only minor material consequence to the approved scheme.

The design of the development proposals continues to take account of the relationship with surrounding development in terms of scale, height and massing of development, and will combine sensitively with the existing fabric of the City Centre. The scheme will continue to deliver the following important public benefits:

- It will enable the City to compete nationally and internationally for occupiers, fuelling the next phase of the City's economic growth. The linkages between floorplates are proposed partially in response to on-going discussions with agents and potential occupiers.

- Creating high density employment within one of Manchester City Centre's priority regeneration areas and key strategic employment locations, and maximising the economic potential of this highly accessible site.

- Achieving a BREEAM rating of "Excellent" and delivery of a car park that can be adapted to increase the amount of EV charging point in line with consumer demand and improve the propensity for car journeys to and from the city centre to be decarbonised. The application will also remove a significant amount of surface and on street car parking from the area through agreement of S.278 drawings post-determination.

- Further investment in public realm, with the quality of the environment on this brownfield site enhanced by the proposals through enabling the delivery of a new 2.6 acre public park to be delivered in phases.

- Active ground floor uses that will add to the diversity of offer for local communities and targeted at premium quality occupiers.

- Introducing new cycle facilities to add to the existing offer of sustainable transport opportunities by Metroshuttle, bus, tram and train.

- Delivery buildings that are designed to be appropriate to the character and appearance of the buildings surrounding the site, the future Strategic Regeneration Framework for Mayfield and occupying an important initial plot within the Mayfield development.

- Creation of a buildings and a development that is designed to be accessible to all users including those whose mobility is impaired.

Overall, it is considered that the proposed amendments are fully in accordance with the original design intent of the scheme; it has been demonstrated within this Statement that they will not affect the considerations or conclusions reached in respect of the original planning submission.

The proposals continue to be in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy. The proposals therefore merit support from the City Council and the grant of Planning Permission.

Appendix A – Original Planning Statement

1 Introduction

Introduction

1.1 This Planning Statement (herein referred to as the "Statement") accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC), in respect of land within the Mayfield Strategic Regeneration Framework (SRF) area.

1.2 The Site to which this application relates comprises 5 ha and is bounded by the Mayfield Depot building to the north, Hoyle Street and Unit 5 (Dirt Factory) to the east, the Mancunian Way ring road (A635) to the south and Baring Street, Buxton Street and Berry Street (inclusive) with the McDonald Hotel to the west, along with associated roads. The Site boundary also extends to the London Road junction and access to Baring Street to facilitate the proposed road improvements ("the Site").

1.3 This submission proposes the erection of a commercial led mixed-use development comprising an office building (Baring Street Office 1), a multi-storey car park (Baring Street MSCP) and a new 2.4 ha (6 acres) city park. The Proposed Development, as outlined below (paragraph 1.5) and in detail at Chapter 3 of this Planning Statement is hereafter referred to as the "Proposed Development". This application is submitted by the Mayfield Development Partnership LP.

1.4 This Statement assesses the Proposed Development against the requirements of the Development Plan and other material considerations which inform the decision making process.

Description of Development

1.5 The Proposed Development of Phase 1 would involve the construction of the elements set out below:

- Phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east.
- Mayfield Park: provision of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock;
- Baring Street Office 1: 9 storey office development including ground, mezzanine and plant level comprising 9,987 sq. m. (GEA) including active ground floor uses (A1, A2, A3, A4 or B1), public realm and a riverside walkway;
- Baring Street Multi-Storey Car Park (MSCP): 10 storey MSCP including ground for 543 car parking spaces; and
- Highways and Infrastructure Works: creation of a new junction from London Road with required access to the multi-storey car park, works to Baring Street, and Traffic Regulation Orders to Buxton Street, Berry Street and Travis Street, which will be delivered and implemented prior to the MSCP becoming operational.

1.6 Based on the above works, the description of development as set out in the enclosed Application Form is as follows:

Application for Full Planning Permission for two buildings comprising: 9 storey mixed use building (including ground and mezzanine) comprising office space (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or B1) and rooftop amenity spaces and terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant and back of house functions; a 10 storey car park (including ground) comprising 543 car parking spaces (Use Class Sui Generis); and a Park; along with public realm, highways works and other associated works.

1.7 A full description of the Proposed Development is provided in Section 4 of this Statement.

The Applicant

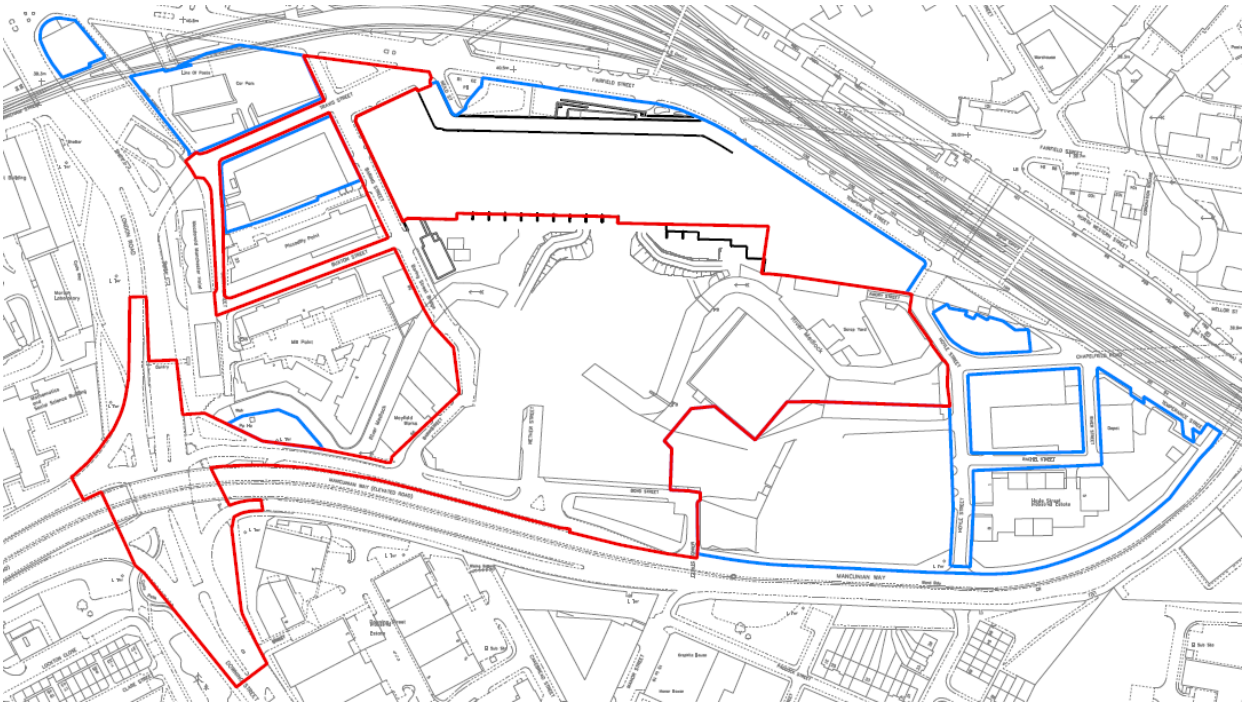
1.8 The Mayfield Development Partnership LP is a joint venture and Public Private Partnership (PPP) formed by Manchester City Council (MCC), Transport for Greater Manchester (TfGM), London and Continental Railways (LCR) and u+i Group. The Partnership is the majority landowner for the Site and is committed to delivering transformational change in Mayfield and Manchester City Centre.

Application Site

1.9 The Phase 1 Site is located entirely within the Mayfield Strategic Regeneration Framework (SRF) area, which lies to the south of Fairfield Street in Manchester City Centre, in close proximity to Piccadilly mainline railway station. The Mayfield SRF area is bounded by Fairfield Street to the north; Temperance Street to the north-east; the Mancunian Way Ring Road (A635) to the south; and Baring Street / London Road (A6) to the west.

1.10 The Application Site ("the Site") is approximately 5 ha and bounded by the Mayfield Depot building to the north, Hoyle Street to the east, the Mancunian Way ring road (A635) to the south and Baring Street (inclusive) and the MacDonald Hotel to the west. The Site boundary also extends to the London Road junction and access to Baring Street. The Site boundary has been included in Figure 1.1 below for completeness.

Figure 1.1 *– Site Boundary*



1.11 The wider SRF regeneration site extends to approximately 12.14 ha / 30 acres overall, of which 8.5 ha / 21 acres is subject to either permanent or temporary redevelopment, enabling or highways works.

1.12 A large part of the northern side of the Mayfield area is occupied by the Mayfield Depot building and associated railway infrastructure, which was formerly in use as a passenger railway station, and latterly as a Royal Mail depot.

1.13 The north-east of the Mayfield area is bounded by Temperance Street, where the arches of former railway infrastructure are occupied by various workshops, storage spaces and meanwhile uses.

1.14 The western end of the Mayfield SRF area is bordered by London Road, and is characterised by more recent residential-based development, including the Macdonald Hotel and purpose built student accommodation.

1.15 A full description of the Site is provided within Section 4 of this report, with additional economic and regeneration context provided in Sections 2 and 3 of this Report.

Pre-application Consultation

1.16 The Proposed Development has evolved through consultation with a wide range of stakeholders, including: MCC as the planning, highways; environmental health; and flood authority; the Environment Agency; Greater Manchester Police; Places Matter; Greater Manchester Ecology Unit (GMEU); MCC's Access Officer; MCC's Tree Officer; Network Rail; United Utilities; Local Elected Members; adjacent land owners and developers, including Logik and the MacDonald Hotel; and local residents and businesses.

1.17 Full details of the pre-application engagement process have been set out in the submitted Statement of Consultation, prepared by Deloitte Real Estate.

Environmental Impact Assessment

1.18 An Environmental Impact Assessment (EIA) Scoping Report was submitted to MCC on 10 January 2019 in accordance with Regular 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

1.19 The Report confirmed that the Proposed Development falls into Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 under sub-section 10(b) "Infrastructure Projects – Urban Development Projects" and meets the associated thresholds. Schedule 2 development is defined as development which is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

1.20 A response was received from the LPA on 16 August 2019 and full details of this co-ordinated response is set out in Chapter 2 of the ES and associated appendices. The technical chapters are therefore based on a scope of assessment that has been agreed with the relevant statutory consultees where possible.

1.21 This ES considers two separate applications (Application 1 and Application 2) for Full Planning Permission which together form Phase 1 of the Mayfield development, referred to as the Proposed Development. The Applications are described in detail in Chapter 3 and will be submitted approximately a month apart.

1.22 These Applications will form the overall Phase 1 boundary for the Environment Statement (as set out in Chapter 3) and will in turn be supported by Phasing Plans that will set out the stages of delivery associated with each plot and the masterplan overall.

1.23 These delivery scenarios will be tested as part of this EIA and are set out in detail within Chapter 3 (EIA Methodology) and Chapter 5 (Construction Management and Phasing). The individual site descriptions for the two applications that comprise Phase 1 are as follows:

- September (Application 1 – this application): land bounded by the Mayfield Depot building to the north, the Dirt Bike Factory building and Hoyle Street to the east, the Mancunian Way ring road (A635) to the south and Baring Street (inclusive) to the west. The Site boundary also extends to the London Road junction and access to Baring Street.

- October (Application 2 – target submission at end of October 2019) Office: land bounded by Bond Street to the south, River Medlock to the north and Nether Street to the west.

1.24 The applications set out above will form the overall Phase 1 boundary for the Environmental Statement submitted with the Application, which will in turn be supported by Phasing Plans that will set out the stages of delivery associated with each building and the masterplan overall.

Application Documentation

1.25 In addition to this Statement, this Application is supported by an Environmental Statement, comprising 15 Chapters, in addition to a suite of non-EIA Technical Reports set out overleaf:

Document Title	Prepared by
EIA (Volume 1. 2 and 3)	
Introduction Chapters: **Introduction, EIA Methodology, Site and Development Description, Consideration of Alternatives**	Deloitte LLP
Construction Management and Phasing **Technical Appendix – Construction Management Plans**	F+G
Noise and Vibration **Technical Appendix – Noise and Vibration Assessment**	Buro Happold
Traffic and Transport **Technical Appendices: Transport Statement, Framework Travel Plan**	
Air Quality **Technical Appendix: Air Quality Assessment**	
Ecology **Technical Appendices: Ecological Assessment Report, Bat Survey, River Survey, Arboricultural Impact Assessment, Ecology Strategy with Biodiversity Net Gain Calculations**	
Ground Conditions **Technical Appendix: Phase 1 Ground Conditions Report**	
Water Resources and Flood Risk **Technical Appendix: Flood Risk Assessment and Drainage Strategy**	Buro Happold
Wind Microclimate: **Technical Appendix: Wind Microclimate Assessment**	
Daylight, Sunlight, and Overshadowing	

Document Title	Prepared by
Technical Appendix: Daylight and Sunlight Assessment	
Townscape and Visual Impact Technical Appendices: Zone of Visual Impact and Viewpoints Plan, Verified Views (Wireline, White Block Massing and Fully Rendered)	Chris Burnett Associates
Socio-Economic Impact Technical Appendix: Socio-Economic Data Tables	Ekosgen
Type 1 Cumulative Impact Assessment	Deloitte LLP with input from EIA Team
Summary of Residual Effects	Deloitte LLP with input from EIA Team
Non-Technical Summary (Volume 3)	Deloitte LLP with input from EIA Team
Non-EIA Submission documents	
Application Form and Certificates	*Deloitte LLP*
Site Location Plan	*SEW*
Phasing Plans	*SEW*
Full suite of existing and proposed plans, sections and elevations	*Bennetts Associates (Office)* *SEW (MSCP and Park)*
Schedules of external materials	*Bennetts Associates (Office)* *SEW (MSCP and Park)*
Tree specification document	*SEW (Park)*
Design and Access Statements	*Bennetts Associates (Office)* *SEW (3 documents: Masterplan, MSCP and Park)*
Crime Impact Statements	*Greater Manchester Police (3 documents: Site Wide, Office and MSCP)*
Waste Management and Servicing Strategy including proforma	*Bennetts (Office)*
TV Reception Surveys	*G-Tech Surveys (Office and MSCP)*
Ventilation Strategies	*Hoare Lea (Office and MSCP)*
Energy Strategy	*Hoare Lea (Office)*
Environmental Standards Statement	*Hoare Lea (Office and MSCP)*
Sustainability Strategy	*Hillbreak*
Statement of Consultation	*Deloitte LLP*
Community Engagement Vision	*u+i*

Document Title	Prepared by
Management and Maintenance Strategies	*Faithful+Gould (2 documents: MSCP and Office, and Park)*
Oil Interceptor information (within the Drainage Strategy)	*Civic Engineers (MSCP only)*
Lighting Strategy	*Spiers and Major (Park)*
Archaeological Desk Based Assessment	*Salford Archaeology*
UXO Desktop Study	*Buro Happold*
Local Labour Agreement	*F+G*
Temporary Use Strategy (included within the Masterplan Design and Access Statement)	*u+i / SEW / DRE / BH*
Topographical Survey	*Buro Happold*
Masterplan Car Parking Strategy	*Buro Happold (Site Wide)*
Masterplan Cycling Strategy	
Masterplan Energy Strategy	
Masterplan Waste and Servicing Strategy	
Masterplan Ecology Strategy	
Masterplan Drainage Strategy	

Document Structure

1.26 The remainder of this Statement is structured as follows:

- Chapter 2 – Strategic and Economic Context
- Chapter 3 – Site Description
- Chapter 4 – Proposed Development
- Chapter 5 – Development Plan and Material Considerations
- Chapter 6 – Planning Assessment
- Chapter 7 – Summary and Conclusions

2 Strategic and Economic Context

Introduction

2.1 This Chapter details the socio-economic, planning and regeneration context of Manchester City Centre as a whole, and sets out the key drivers of change and development within the City.

Application Context

2.2 This Application comprises the first of a multi-phased plan for the reconfiguration and redevelopment of Mayfield, pursuant to the 2018 SRF. The Application relates to the 'Baring Street Campus' and 'Mayfield Park' areas, as identified in Figure 2.1 below, together with associated works to Baring Street, and the London Road junction and access.

2.3 The Partnership has already invested in a number of temporary 'meanwhile' uses to help kick-start regeneration and facilitate economic and social activity ahead of any long term development. This includes the construction of the 'Gatehouse' in 2017, providing a temporary pop-up food market and a four-storey timber structure to host the u+i office, and a series of archways on Temperance Street for additional temporary pop-up events.

2.4 More recently, planning permission has been granted for a temporary change of use of the Depot to allow for a range of uses including (but not limited to) theatre, music and dance, food and drink festivals, markets and offices.

2.5 The Mayfield meanwhile strategy is an essential part of the overall redevelopment strategy for the site and is a key opportunity to promote cultural innovation, growth, skills development and talent retention across Manchester and to enhance the regional cultural offer in this location, making Greater Manchester and beyond an even more attractive place to live and invest.

2.6 Culture has been at the heart of Manchester's strategy for future economic and social success and this is key to developing its increasing national and international profile. Transformation of northern England is in part driven by further investment in its cultural offer and building on its existing world-class facilities. Mayfield's meanwhile strategy will further support the city region's cultural landscape and will attract new audiences from the UK and beyond.

2.7 The activities taking place on site will encompass many of Manchester's cultural highlights and generate significant momentum for other key regeneration objectives, such as Factory. The Mayfield area benefits from being in close proximity to a number of other regeneration priorities in Manchester and Salford. Capitalising upon the synergies between Mayfield and the areas adjacent to it has been instrumental to its current and future success.

2.8 In order to ensure that the Phase 1 proposals are supported by the existing backdrop of meanwhile uses on site, this application is supported by a Temporary Uses Strategy which is included within the Mayfield Masterplan Design and Access Statement. This sets out how the Phase 1 proposals will be delivered in conjunction with the existing activities taking place across the site, with particular relevance to servicing, waste collections, traffic management and pedestrian safety.

2.9 In addition to the active uses that have been implemented on site, a Prior Notification for Demolition application for the phased demolition of six existing buildings across Mayfield was submitted and approved by MCC on 19 December 2018. These works have now taken place and, with the exception of the remaining temporary uses, the area is largely cleared for development in order to expedite the delivery of the project subject to approval.

***Figure 2.1** – Mayfield SRF Indicative Masterplan*

Application Phasing

2.10 The proposals for Phase 1 comprise two planning applications.

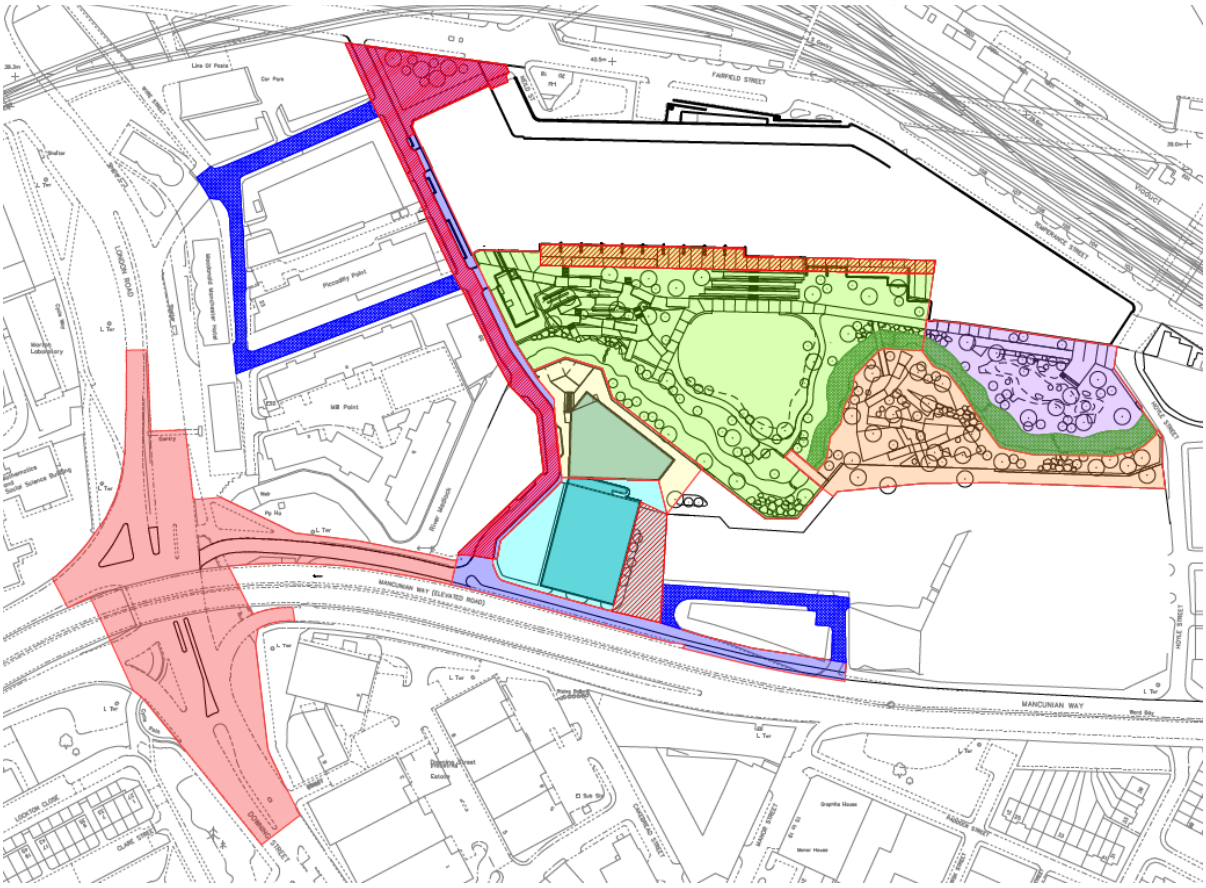
2.11 The delivery of Phase 1 as relevant to the first application will comprise enabling works including re-profiling of the site and highways works in conjunction with the delivery of the 543 space multi-storey car park and associated public realm adjacent to an office building and associated public realm. The delivery of this application is therefore split into a series of phases set out as follows:

- Phase A: Demolition and site clearance, earthworks including re-profiling, construction of retaining walls;
- Phase B: London Road junction & temporary access road
- Phase C: MSCP and immediate public realm
- Phase D: Baring Street surface treatments and associated highways and public realm
- Phase E: Baring Street Office 1, loading bay & immediate public realm (hard landscaping only)
- Phases F, G and H: Mayfield Park, delivered in 3 phases.

2.12 The second application will be brought forward separately and relates to a 13 storey office development known as Baring Street Office 2.

2.13 Included within this submission are a series of phasing plans that clearly delineate the areas that will be delivered under each phase of this application, with temporary treatments to future development sites shown as relevant to ensure that the site is safe and secure for all site users and the surrounding area. The overlapping phasing boundaries overall are shown in Figure 2.2 below.

Figure 2.2 *– Phasing Boundaries*



Changes to the 2018 Mayfield SRF

2.14 Over the past year, the design of some areas of the masterplan has evolved from the SRF 2018, capturing the feedback of more detailed design testing and further considerations. The Masterplan Design and Access Statement and Environmental Statement Chapter (Consideration of Alternatives) explains how the masterplan has been optimised through this process and illustrates the key design changes leading to the new configuration in detail.

2.15 Overall, the revisited design has responded to the wider masterplan principles as well as site constraints and opportunities, and specific plot brief. The fundamental differences between the SRF and new proposals are in the footprints/massing/uses of the Phase 1 Plots in addition to the following key moves:

- Rethinking the car park strategy to consolidate car parking into an MSCP, rather than providing basement car parking in each building plot. This significantly improved the viability of the development.

- Enhanced building layouts achieved by re-orientation of the building plots so that they better relate to one another and the park design in addition to a more efficient footprint to meet commercial occupier requirements.

- Consolidation of office uses into the first phase of development to reflect the SRF ambitions of creating a commercially-led regeneration project.

- Improving the landscaping design by relocating areas of seating areas to areas that get the most direct sunlight and to ensure compatibility with the most 'active' areas of play and sports areas.

Economic Context

2.16 Over the last twenty years, Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.

2.17 As a result of this long term strategy, Manchester is one of the fastest growing cities in Europe. By 2030, almost 600,000 people are expected to live in the City, representing an increase of 10.8% from 2016[1]. Employment growth of 11% is forecast in Manchester between 2014 and 2024 (and 16.1% in the period 2014 to 2034), exceeding both Greater Manchester and national forecasts.

2.18 This growth rate is forecast to add 42,600 jobs to the Manchester economy, taking the total employment level towards 430,000. A significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase by 36% to 2024 with a 73% change forecast from 2014 to 2034.

2.19 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.

2.20 Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets. With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London. Sixty-five FTSE 100 companies now have a presence in Greater Manchester, and around 40% of the North West's Top 500 companies are based in the City.

2.21 Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.

2.22 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.

2.23 The Digital and Creative economy is an increasingly important feature of the City' economy, with a significant core hub of businesses clustered in the City Centre. Manchester's business growth in this sector can be seen in take-up figures during 2017, with the City continuing its strong performance with circa 1.2 million sq. ft. of workspace transacted. Within that figure, Digital and Creative was the most dominant sector.

2.24 416,534 sq. ft. was let to Digital & Creative businesses during 2017; 25% of the total workspace take-up during 2017 was from the Digital sector; and 10% of the total workspace take-up during 2017 was from the Creative sector.

[1] Office for National Statistics. 2016. *Subnational population projections for England: 2016-based.*

Regeneration Context

2.25 The Site is located in an area undergoing significant economic investment and material change, driven by a number of growth and regeneration strategies, which are summarised in the following section.

The Greater Manchester Strategy (2017)

2.26 The Greater Manchester Strategy ("Our People, Our Place") was produced the Greater Manchester Combined Authority (GMCA) and replaces the former "Stronger Together: Greater Manchester Strategy" published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:

> "A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
>
> A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it.
>
> A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
>
> A place where people live healthy lives and older people are valued.
>
> A place at the forefront of action on climate change with clean air and a flourishing natural environment.
>
> A place where all voices are heard and where, working together, we can shape our future."

2.27 The delivery of a significant amount of public realm within the city centre, which is primarily open greenspace centred around the River Medlock will have a beneficial impact to families and children who live within the city centre and nearby areas, such as Ardwick. This would also make a broadly positive contribution in terms of health outcomes and will be accessible to all following in depth consultation with Access Officers at Manchester City Council.

2.28 Delivery of a new office block within the Phase 1 proposals as described in this Statement will create a substantial amount employment opportunities that range from contributing to the supply chain indirectly in addition to direct job creation through new commercial office floorspace. This new office block will contribute directly to creating an environment that attracts investment into local and regional centres within Greater Manchester and in Manchester, which is seen as the heart of the region.

Mayfield Strategic Regeneration Framework (2018)

2.29 As mentioned, the Site forms part of the Mayfield SRF area, which was most recently endorsed by Manchester City Council's Executive Committee in May 2018.

2.30 The SRF sets out a comprehensive strategy that will guide the future reconfiguration and redevelopment of five distinct neighbourhoods: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character.

2.31 The Site forms part of the Baring Street Campus, as shown in Figure 2.3 below, which is envisioned to provide a "well-connected location for a commercial campus cluster in a series of well-crafted and flexible blocks", which take cognisance of the former Hoyle Print Works warehouses alongside the River Medlock and should have a unique relationship with the River.

2.32 The SRF iterates that "the buildings [should] provide an active commercial base for co-working, live/work units, and small business space. This is a flexible and affordable offer that will encourage enterprise and added value economic growth sectors that will be essential to support the City's growth trajectory. The offer will add value to the intended mix of Grade A commercial buildings above the Mayfield Depot and the overall business offer in the area."

2.33 It states that buildings should be set back and step down towards the Park to accommodate a generous public walkway, open up on to the river and maximise sunlight into the Park. The SRF also references a new pedestrian bridge across to the Depot and the north side of the Park.

Figure 2.3 – Mayfield SRF Indicative Masterplan

Manchester Piccadilly (HS2) Strategic Regeneration Framework (2018)

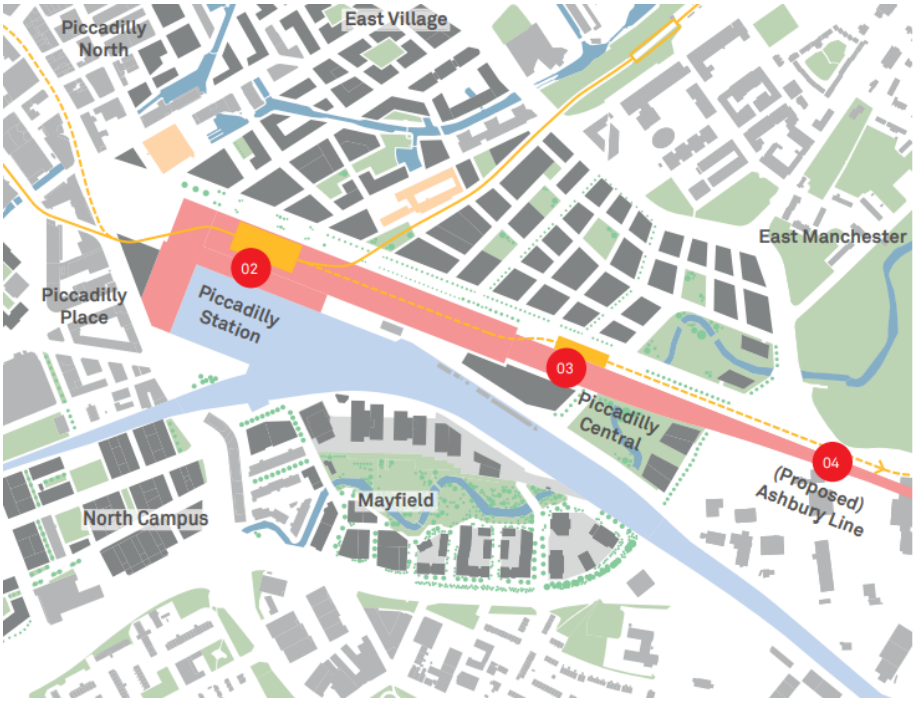
2.34 Mayfield features heavily within the Manchester Piccadilly Strategic Regeneration Framework, which was endorsed by Manchester City Council in June 2018. The SRF provides guidance for development proposals around Manchester Piccadilly Station and seeks to maximise the "regenerative and growth potential" around a new multi-modal transport interchange.

2.35 In line with the delivery of the new high-speed line between Manchester, the West Midlands and London, and the North of England (as proposed by Northern Powerhouse Rail (NPR)), there is an ambition to capitalise on this opportunity to support business development in the region. The scheme has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boosting investor confidence in the area.

2.36 Manchester Piccadilly represents one of the biggest, commercially-led, mixed-use development opportunities in the UK, and has the potential to make a significant impact on the national economy. The introduction of HS2 and NPR services, combined with the proposals in the SRF, will make Manchester Piccadilly one of the best connected and thus most productive locations in the North of England, providing major opportunities for economic and jobs growth, and the potential for large strategic investment opportunities.

2.37 It is estimated that at least 40,000 additional jobs could be created in the area as a result of the investment brought about by the delivery of high speed rail and the SRF proposals. The SRF intends to introduce a new train station to the north of the viaduct named 'Piccadilly Central' (see Point 3 in Figure 2.4 below), which would serve both Mayfield and the proposed "Medlock Park", thereby increasing footfall and connectivity between the two areas. The Medlock Park would extend the Mayfield Park towards East Manchester to the north east and ultimately create a new green corridor through the centre of the city.

Figure 2.4 *– Manchester Piccadilly SRF Map*



Eastlands SRF (2019 Draft)

2.38 In March 2017 a draft of the 2017 Eastlands Regeneration Framework, located to the north of the Mayfield SRF Area, had been considered and endorsed as the basis of further consultation with local stakeholders and landowners. In December 2017, having considered the outcome of the consultation the draft had been approved and adopted. As an element of the SRF, in December 2018 MCC endorsed a draft Masterplan for the Etihad Campus Sport and Innovation Zone as a basis for consultation.

2.39 The proposals contained within the Eastlands Regeneration Framework seek to deliver the Sports & Innovation Zone on the Etihad Stadium anchored by the Manchester Institute of Sport but also new opportunities to develop a new leisure and recreation offer with that can drive forward the growth of a sport, leisure and recreation economic cluster across the Eastlands area. The Framework seeks to promote the creation of new commercial development that will contribute to the creation of jobs within the area.

2.40 The Eastlands Regeneration Framework has been developed to align with the neighbourhoods surrounding the Eastlands area. These areas include the Ancoats and New Islington Neighbourhood and Piccadilly.

North Campus Strategic Regeneration Framework (2017)

2.41 The Mayfield area is immediately adjacent to the North Campus SRF Area to the west and is part of the wider Piccadilly SRF Area. The redevelopment of North Campus will bring major regeneration benefits to the city and the area around Manchester Piccadilly. The North Campus is recognised as one of the neighbourhoods to be impacted by HS2 and is described as a 'research intensive knowledge environment'.

2.42 The area is to be developed as a mixed use district with the knowledge industry and academic research identified as key activities. The 11.8 hectare area of the North Campus site will focus on future planning strategies and ways of improving the east-west connectivity between Manchester Piccadilly Station through to Oxford Road, as well as providing a significant gateway to the North of the site in the direction of the city centre via the notable Sackville Street Building.

2.43 Following the OJEU process in the summer, a development partner is expected to be chosen by 2020; the University will vacate the North Campus in 2022 with many of its functions moving into the £330m MECD, which is currently under construction. A fresh SRF is likely to come forward in 2021, although no firm timescales have been put in place on delivery.

2.44 In February 2019 a prior information notice was submitted to begin pre-market engagement to find an investor and developer for the rebranded 'ID Manchester' project. The 26-acre North Campus site could accommodate 3.5 million sq ft of mixed-use space and create more than 6,000 jobs.

Corridor Manchester Strategic Regeneration Framework Guidance (2018)

2.45 The Oxford Road Corridor Strategic Regeneration Framework Guidance ('Corridor Manchester') covers a 243 hectare area of land running from Whitworth Park in the south to the core of Manchester's Central Business District around St Peter's Square. The Framework identifies a significant opportunity for enhanced routes through a network of spaces between Mayfield Park and the Corridor.

2.46 To this effect, Corridor Manchester is economically the most important area within Greater Manchester, with more job creation potential than anywhere else. The area generates £3billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the past five years. The area has more than 60,000 jobs, over half of which are within knowledge-intensive sectors, including health, education and professional, scientific and technical sectors. Assets within the Corridor Manchester area are vital to capture the commercial potential of research and innovation.

2.47 The Corridor Manchester is a neighbourhood of choice that contains a wealth of cultural, leisure and educational assets. These attractions which include The Whitworth Gallery and park, Manchester Museum, Contact Theatre and Manchester Academy, make the area a key visitor destination and an area to spend time. Corridor Manchester is also the home to a leading research and teaching hospital campus which serves the wider region.

Aytoun Street Campus (2015)

2.48 The Aytoun Street SRF (endorsed in August 2015) sets out wide-ranging proposals to regenerate the area of the city centre round the former Manchester Polytechnic (now Manchester Metropolitan University) city centre campus, including the Euro car park bounded by Auburn Street, Aytoun Street, Whitworth Street, Chorlton Street, and the Rochdale Canal.

2.49 Almost the entirety of the development, known as 'Kampus' is now on site and will be completed during 2020, when the Mayfield Phase 1 development intends to come forward. This key location at the 'Piccadilly Gateway' will be the focus of major regeneration, helping to grow the city region's economy. The proposals aim to create a new, vibrant and creative mixed-use but housing-based neighbourhood, richly enhancing the townscape and fitting in with the surrounding area. The vision is to transform the look and feel of this important 'gateway' with buildings of distinct architectural quality, new streets, squares and attractive shopping, business and leisure facilities

2.50 The proposals contained within the SRF will add to the essential life and vitality of a vibrant, successful city centre neighbourhood. This next phase of the area's transformation will build on improvements in and around Piccadilly Gardens and Piccadilly Station. It will also link in with proposed future developments, including the redevelopment of London Road Fire Station, and plans for HS2.

Strategic Context

Our Manchester Strategy 2016-25

2.51 The Our Manchester Strategy 2016-25 was adopted by Manchester City Council in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will:

- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- possess highly skilled, enterprising and industrious people;
- be connected, internationally and within the UK;
- play its full part in limiting the impacts of climate change;
- be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- be clean, attractive, culturally rich, outward-looking and welcoming.

2.52 The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

2.53 The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City's communities.

Manchester's Green and Blue Infrastructure Strategy

2.54 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

2.55 The vision for green and blue infrastructure in Manchester over the next ten years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

2.56 Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest.

Playing Our Part on Climate Change

2.57 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.

2.58 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO2 for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
- To achieve a 13% year-on-year reduction in citywide CO2 emissions from 2018 to achieve this carbon budget.

2.59 A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

2.60 On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of council decision-making – making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind. Whilst not formally translated into changes to planning policy yet, it further strengthens the emerging Manchester Zero Carbon Framework.

Contribution to the Economic, Planning and Regeneration Context

2.61 The Proposed Development contributes to Manchester City Council's economic, regeneration and strategic objectives through a number of different factors at a variety of different scales, summarised as follows:

- The development will seek to capitalise on the substantial progress made since u+i Group were selected as the preferred development partner in 2016. Activity taking place on site has put Mayfield back on the map as a key part of the city centre. Whilst the meanwhile uses must conform to the delivery of Phase 1, they are acknowledged to have made an important contribution to the vibrancy of place. When appreciated with the delivery of the Proposed Development, it is clear that the meanwhile uses have created an important pathway to bringing forward significant permanent redevelopment of the Site.
- The target for the City to generate up to 42,600 jobs to the Manchester economy, taking the total employment level towards 430,000 by 2034 is a significant challenge and requires an integrated, strategic and efficient use of the land resources available. The Proposed Development and Mayfield overall will contribute to a significant proportion of forecast employment growth that is expected to occur in sectors with higher than average GVA.
- Assuming the office space and ground floor commercial areas are fully occupied, it is anticipated to support between 2,516 and 2,615 direct FTE's when assessed in combination with the retail floorspace at ground floor level. It is estimated that the office employment will generate a direct GVA impact of £96m per annum and the retail/leisure employment an impact of between £1m and £4.7m per annum depending on the final use. Delivery of the Proposed Masterplan would accommodate additional employment with a further 116,000 sq. m (GEA) of office space and 29,400 sq. m. (GEA) of retail and leisure space and 650 hotel rooms. Based on the likely mix of space this is estimated to accommodate circa. 9,000 FTE jobs, generating GVA worth £350m per annum.

- The Mayfield SRF area and the Proposed Development is geographically located to maximise the emerging regeneration context on and surrounding the development site. A significant quantum of new floorspace, public realm and associated environmental improvements in a highly sustainable location has the opportunity to further the catalytic cycle of development currently taking place, notably at North Campus and Ayton Street, and will continue to be delivered on or near to the site over the next 5 years and beyond.

- There is now a strong emphasis on making Manchester as resilient as it can be in relation to managing the impact of climate change and Mayfield can make a meaningful difference in this regard. The Proposed Development includes the conversion of predominantly previously-developed land into a new public park and will deliver tangible environmental improvements to the River Medlock, which will greatly assist in the city's ability to tackle climate change and be more environmentally resilient.

3 Site Description

Site Description

3.1 The Site to which this Application relates is 5 ha and is bounded by the Mayfield Depot building to the north, Hoyle Street to the east, the Mancunian Way ring road (A635) to the south and Baring Street (inclusive) to the west. The Site boundary also extends to the London Road junction and access to Baring Street to facilitate road improvements proposed ("the Site").

3.2 The Site comprises previously-developed land, which has been largely cleared for development pursuant to application ref. 121901/DEM/2018. It is composed of a mix of hard surfacing associated within former industrial warehousing uses, together with large areas of seeded trees and shrubs. This is with the exception of the formal, public highways bordering the Site, which include Baring Street, the London Road junction and connecting access, Bond Street and Moor Street.

3.3 The River Medlock meanders east to west through the centre of the Site, supported in various locations by brick retaining walls, and is partially culverted.

3.4 In order to improve security in relation to the temporary meanwhile uses that are taking place on Site, the perimeter of the area is currently made secure by a series of hoardings. In addition to the hoarding providing physical security, it also seeks to improve the visual qualities of the Site.

Site Development Context

3.5 As described in Section 2 of this Statement, the Site is located within the north eastern portion of Manchester City Centre and sits in close proximity to a number of strategic regeneration areas including Manchester Piccadilly, North Campus, Eastern Gateway and Corridor Manchester, as detailed in Section 3. These frameworks demonstrate a huge level of investment dedicated to the southern and eastern edges of Manchester City Centre over the next thirty years.

3.6 Recent development in the wider area has been focused around the Manchester Corridor and Universities to the west, most notable being the development of the former BBC site on Oxford Road, Manchester Metropolitan's former Aytoun Street Campus and London Road Fire Station.

3.7 To the north of the Site, a significant amount of progress has been made with regard to residential development in Ancoats and New Islington including the initial phases of Manchester Life being delivered on and around the New Islington Canal Basin and Ancoats Conservation Area.

3.8 Immediately to the west of the Site lies a mix of late 20th century buildings including student accommodation operated by Unite Students and Liberty Point on Buxton Street, which range from circa nine to eighteen storeys, and the circa ten storey MacDonald Hotel on London Road, which was built in 1972 and converted into a hotel in 2006.

3.9 To the south of the Mancunian Way lies the Ardwick neighbourhood, a low rise residential area with pockets of commercial estates, including the Downing Street Industrial Estate immediately to the south of the Site, educational facilities, and other supporting facilities. The Mancunian Way currently forms a hard boundary between Ardwick and the City Centre.

3.10 The area to the east and south east of the Proposed Development Site falls within the Applicants' ownership and within the SRF boundary, with the Temperance Street viaduct delineating a clear boundary line from the SRF area to the commercial areas located towards Pin Mill Brow. The remainder of the SRF area to the west of Temperance Street is partially cleared or occupied by small businesses.

3.11 The Mayfield Depot building forms a clear boundary along the northern edge of the Site. The Depot falls outside of the application boundary and will be delivered as part of future phases of development at Mayfield.

Site History

3.12 Mayfield has a rich industrial past, founded in the development of Thomas Hoyle's Mayfield Print Works in 1782. The Print Works thrived as a result of its prime riverside position and the wide reaching international trade links that had formed in Manchester at that time. The Works quickly became renowned for revolutionising the process of printing colours onto calico cloth, most notably making the colour purple more affordable to the growing middle class, which had until then been accessible only to the elite.

3.13 At the turn of the twentieth century, the Print Works eventually ran its course, and in 1910 the buildings were demolished and replaced with the new Mayfield Train Station. The Station was intended to support the then-London Road (Piccadilly) Station, which was struggling to keep up with increased demand from Manchester's southern suburbs.

3.14 However, over the next fifty years, the electrification and modernisation of railways would see all services diverted back to Piccadilly and by 1960 the Mayfield Station was closed. The only major operation to accommodate the Depot since then was the Royal Mail's Parcelforce, which occupied the Depot 1970-1986.

3.15 Since then, a number of options for the reuse and / or redevelopment of Mayfield have been explored and an SRF for the Site was eventually produced in 2010 (and subsequently amended in 2014). The Framework sought to establish the area as a distinctive new urban quarter and key gateway into the City Centre from the south east, utilising its pivotal location adjacent to the city's main transportation hub.

3.16 Following the appointment of u+i as the preferred development partner in 2016, a new SRF was prepared to support the revised vision for the regeneration area, which included the retention of the Depot with a focus on the character of the Mayfield Park. The 2018 SRF was endorsed by Manchester City Council's Executive Committee in May 2018. Further details on the vision and objectives for Mayfield have been set out in Section 2 of this Statement.

Planning History

3.17 The SRF (2018) states a commitment to public events in regeneration area, which will continue as permanent redevelopment is brought forward over the next 10-15 years. On this basis, the Mayfield Development Partnership LP is immediately activating Mayfield through the implementation of a 'meanwhile strategy'. This has resulted in a number of Planning Permissions that are of relevance to the Site and the Proposed Development. The following Planning Permissions or Prior Notification of Demolition Applications have been approved and implemented on site to deliver this meanwhile strategy:

- Depot and landscaping (PP Ref.: 123728/FO/2019) – approval for up to 5 years (expires 02 August 2024) the change of use of the Mayfield Depot with associated demolition, external alterations, landscaping to include live music events, theatre, food and drink festivals, cinema, conferencing and other associated or similar activities.

- Gatehouse (PP. Ref: 121245/FO/2018) – permanent approval for the 4 storey Gatehouse and bridge connection to Mayfield Depot with ground floor flexible food and beverage area. This ground floor landscaped area layout has been superseded by 123728/FO/2019.

- Arches (PP Ref.: 122690/FO/2019) – approves for up to 3 years (expires on 17 May 2022) the change of use of the Arches on Temperance Street for a variety of uses including community spaces, pop up events, live music, cinema and brewery.

- Dirt Bike (PP Ref.: 122365/FO/2019) – approves for a 2 year period (expires on 21 March 2021) the reuse of Unit 5 for a BMX / dirt bike facility.

- Demolition (PP Ref.: 121901/DEM/2018 and 123372/DEM/2019) – activities to demolish units 3, 4, 7, 9 and 8 and southern masonry wall of Depot and Depot Ramp approved and now complete.

3.18 These proposals are in line with the adopted Mayfield Strategic Regeneration Framework (SRF 2018) and help facilitate regeneration and economic and social activity, particularly in the local community. Temporary development on site has improved awareness of the site whilst boosting the local economy, with a demonstrable increase in the number of Manchester residents aware of Mayfield between 2016 and 2019.

3.19 Although supporting the delivery of the SRF objectives, the temporary Planning Permissions set out above require consideration of access and servicing arrangements once the permanent redevelopment proposed by Phase 1 is brought forward. In summary:

- The Depot requires a temporary coach parking facility that will be relocated to provide drop offs elsewhere once the earthworks commence. It also requires emergency access to the southern elevation, so this will need to be re-provided prior to the works being undertaken as part of Phase 1.

- The revised Gatehouse landscaping as approved by the Depot Planning Permission will be replaced by areas of the Park but the Gatehouse will remain in situ once Phase 1 comes forward.

- The Arches Planning Permission requires the implementation of a TRO on Temperance Street that will enact double yellow lines and servicing bays along one side of this road, closest to the Mayfield Arches. This has resulted in the removal of surface car parking, which is proposed to be provided in the proposed MSCP. This will also improve servicing to the Mayfield Depot in the longer term.

- Dirt Factory will be demolished eventually, but will remain in operation until the second phase of the Mayfield Park is brought forward. Access will remain from the Hoyle Street gates.

3.20 Further temporary applications moving forward are likely to include public realm improvements from Piccadilly to Mayfield to improve pedestrian accessibility, a cycle hub located on the former NCP car park adjacent to the current sub-station and a further application for the Depot to include physical structures on the platform level.

3.21 All of the above current and future planning applications have been considered in the submission in order to ensure that the objectives of implementing meanwhile uses are realised in addition to their compatibility with the Phase 1 permanent redevelopment proposals set out in section 4 of this Statement.

Access and Transport

3.22 The Site is considered to be located in a highly accessible location that can be accessed by a choice of transport options:

- Pedestrian – given the city centre location of the site, pedestrian accessibility to the surrounding area is very good. Manchester Piccadilly Station is in close proximity and pedestrian infrastructure in the vicinity of the Site is good with pedestrian crossings on Fairfield Street, providing access to Piccadilly Station, where the majority of visitors will travel to and from. The primary roots to the centre of Manchester are proposed to be strengthened by this application.

- Cycle – Cycling is an increasingly popular mode of transport and is an effective mode for short trips. The online cycle map of Greater Manchester indicates that there are a number of designated cycle routes in close proximity to the site, including a route along Fairfield Street.

- Metroshuttle – all three Metroshuttle services commence and end their journey at Piccadilly Rail Station, which is situated approximately 0.3 miles from the Site. Metroshuttle buses provide convenient access to major activity centres in the City. They run on a 15 minute frequency and are free.

- Train – Piccadilly train station is a 4 minute walk from the site and provides access to local, regional and national destinations on a frequent basis.

- Metrolink – the existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. Piccadilly is the closest Metrolink stop to the Site and is accessible within a 4 minute walk. Metrolink services provide frequent services until midnight Sunday to Thursday and until 1:00am on Friday and Saturday.

- Bus – significant bus services are available within a short walk of the site. Notably, there are a number of services (Routes 147, 219, 221) that operate along Fairfield Street. All other regional bus routes run to and from Piccadilly Station and Piccadilly Gardens.

3.23 This Application is supported by a Transport and Traffic ES Chapter (Chapter 7 – ES Volume 1), including Framework Travel Plan and Transport Assessment, which outlines all of the sustainable transport modes that are available during the construction and operational phases of development.

3.24 In addition to the full assessment set out in the ES chapter and supporting technical appendices, the key material planning considerations associated with access and transport to and from the Site and Proposed Development are set out in detail in Section 6 of this Statement.

Flood Risk

3.25 The Site is located partially within Flood Zone 3 and predominantly in Flood Zone 2 in accordance with Environment Agency Flood Map and this has been confirmed with the Environment Agency. This is driven by River Medlock that runs directly through the Site. The Site is also located entirely within the Manchester, Salford and Trafford Conurbation Core Critical Drainage Area.

3.26 Further information and associated required mitigation measures are contained within the Flood Risk and Drainage ES Chapter (ES Volume 1 – Chapter 11), including the Flood Risk Assessment and Drainage Strategy as a technical appendix (ES Volume 2 – Appendix 11.1), submitted in support of this Application.

3.27 The key material planning considerations in relation to flood risk are set out in detail in Section 6 of this Statement.

Environment and Ecology

3.28 Evaluation of the ecological baseline conditions is based on a range of site and protected species surveys as well as desk study data collected between 2017 and 2019. These are summarised below and are presented in detail in Ecology Chapter of the ES (Chapter 9) and Appendices 9.2 to 9.9 within the ES (Volume 2 – Ecology).

3.29 The surveys reveal that the site is mainly buildings with associated hard standing. The site was previously used for a mix of industrial and commercial activities with the northern portion of the site consisting of a disused railway depot with associated track bed.

3.30 No statutory designated sites are located within or adjacent to the Site. Within 500m to the north of the site is the Rochdale Canal. Certain stretches of the canal have been designated as an SAC and SSSI because it supports protected species alongside other red data book and priority species. The closest designated stretch is approximately 4km downstream from the closest point of the canal to the Site.

3.31 There are two non-statutory designated sites located within 2km of the Site. Both are Grade A Sites of Biological Interest (SBI). Grade A SBIs are considered to be of county or regional importance. The sites are: The Rochdale Canal, Stotts Lane – Ducie Street Basin and the Ashton Canal (West). As discussed above, the Rochdale Canal supports regionally important aquatic habitat and species while the Ashton Canal is recognised as important for its submerged aquatic flora.

3.32 A number of extended Phase 1 habitat surveys of the Site have been undertaken to assess the habitats on Site amongst the ongoing changes as part of the redevelopment of the site. The species encountered on Site includes, bats, bird species and some invasive species.

3.33 A full description of the species identified during the ecological surveys and the nature conservation importance of the populations of these species within the Site is provided in supporting ES chapter and a Planning Assessment in relation to the ecological qualities of the Site and Proposed Development is provided in Section 6 of this Statement.

Heritage and Conservation

3.34 The Site forms part of the former Mayfield station site, and prior to this was used as the Mayfield printworks in the 19th Century. In 1910 Mayfield station opened as an overflow station until 1960 when additional capacity at Piccadilly rendered Mayfield redundant. The building remained unused until it was converted into a parcels Depot with a Royal Mail sorting office in 1970 prior to its eventual closer in 1986.

3.35 The Site is not within a Conservation Area and does not contain any listed buildings or structures.

3.36 The nearest designated heritage asset is the immediately adjoining Star and Garter Public House (Grade II listed), however it will not be affected by the proposals. Other nearby designated heritage assets include Piccadilly Station (Grade II) and the London Road Fire Station (Grade II*).

Ground Conditions

3.37 This site has a long industrial history which has continued until present day. It appears likely that significant thicknesses of Made Ground are present on site as some areas appears to have been filled and there has been significant redevelopment over the years.

3.38 This industrial legacy is likely to have contaminated shallow soils to some extent and a ground investigation is required to define the extent of contamination and determine the need for remedial measures as part of development work.

3.39 Generally, the site is at a Low Risk of contamination or pollutant pathways and the identified potential risks above 'Low' are summarised below:

- There is a Moderate risk to future Site users and future buildings due to release of ground gases from Made Ground underlying the Site;
- There is a Moderate/Low risk to Site workers due to the potential for inhalation of ground gas. This risk is likely to be mitigated by standard working practice assuming that no deep poorly ventilated excavations are required.
- There is a Moderate / Low risk to construction workers, future site users and controlled waters from historic and current site uses which are likely to have contaminated Site Made Ground.

3.40 A Desktop Ground Investigation Study has been provided to identify potential ways in which to manage the risk associated with over the whole Site area will be required to better understand the risks identified and allow the adoption of suitable remedial measures if required.

3.41 A detailed Phase 2 Ground Investigation has been undertaken for the MSCP and Baring Street Office 1 and is provided with this Application to determine the extent of ground gas mitigation measures and provide a piling risk assessment for those development plots. A summary of the key considerations in this regard are provided in Section 6 of this report.

4 Development Proposals

4.1 This section of the Statement provides a summary description of the application proposals and should be read in conjunction with the application drawings and Design and Access Statements for the office building, MSCP and the Park, prepared by Bennetts Associates and SEW, respectively.

4.2 The vision for Mayfield is to deliver a world class, transformational, distinctive and imaginative commercially led neighbourhood, anchored by Mayfield Park, which will become a powerhouse of socio-economic productivity.

4.3 This vision proposes to capitalise on the site's existing assets: the Mayfield Depot; the River Medlock; and its gateway location at the heart of an extensive transport network, to become a destination for work, play and living for all. This section of the Statement provides a summary in design terms of how this will be achieved.

Description of Development

4.4 The description of the development as stated in the Planning Application Form is as follows:

"Application for Full Planning Permission for two buildings comprising: 9 storey mixed use building (including ground and mezzanine) comprising office space (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or B1) and rooftop amenity spaces and terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant and back of house functions; a 10 storey car park (including ground) comprising 543 car parking spaces (Use Class Sui Generis); and a Park; along with associated public realm, highways works and other associated works"

Use and Amount

4.5 The Proposed Development will provide the following accommodation:

Table 4.1 *- Quantum of Development*

Use	Proposed Development
Site Area	5 ha
Office Building	Baring Street Office 1: 9,350 sq. m. (GIA) / 9,987 sq. m. (GEA)
Baring Street Multi-Storey Car Park (MSCP)	543 spaces / 16,258 sq. m (GEA)
Mayfield Park	2.4 ha of hard and soft landscaping, centred around the River Medlock and delivered in two phases, with relevant enabling and site remediation works associated with the delivery of each phase.
Other	Junction improvements to London Road, improvements to Baring Street and immediate surrounds and Traffic Regulation Orders and Stopping Up of Bond Street and Nether Street.

Phasing

4.6 Further to the description of phases set out in Section 2 of this Statement, the Proposed Development and works involved with each phase are described in detail below:

- **Phase A** - Demolition and site clearance, earthworks including re-profiling, construction of retaining walls:

- Based on the historic uses and intrusive investigations undertaken to date and information submitted with this Application the site requires extensive and comprehensive groundworks relating to remediation. This will form the first phase of development in order to enable the delivery of the remaining phases of the Proposed Development.

- Similarly, the location of the River Medlock running east to west through the Site requires mitigation with regard to the flood risk associated with the area. This mitigation involves creating a new topographical profile and substantial soft landscaping to improve lag time and reduce surface water run-off within the identified flood zones.

- This phase of works will also create raised areas of land on which the plots will sit, so as to take them out of the flood plain.

- **Phase B** - London Road junction & temporary access road:

  - Junction amendments to London Road to accommodate a right hand turn lane into the city and facilitate cross junction movements, including traffic light resequencing works.

  - Improve footways and surface finish to (current Mancunian Way) access road including resurfacing and kerb line adjustments and relining.

- **Phase C** - MSCP and immediate public realm:

  - Following the re-profiling works being completed, the Proposed Development would commence the delivery of the MSCP and the associated areas of public realm. Public realm to the east will be delivered temporarily in advance of the adjacent development plot being brought forward.

  - This phase will also include the construction of the MSCP for 543 vehicles, including a security suite and includes 21 disabled car parking spaces as part of the overall provision.

- **Phase D** - Baring Street and associated highways and public realm:

  - In order to improve traffic flows and ready the Proposed Development for when it becomes operational, a permanent finish to Baring Street pavement will be commenced. Works will also include a temporary finish to Baring Street road and Travis Street area. No re-alignment works are proposed as part of this phase.

- **Phase E -** Baring Street Office 1, loading bay & immediate public realm (hard landscaping only):

  - In conjunction with Phases C and D and following the re-profiling works being completed, the Proposed Development would commence the delivery of Baring Street Office 1 and the associated areas of public realm. This will create the primary interface with the Park.

- **Phases F, G and H –** Mayfield Park delivered in 3 phases:

  - Phase F of the Park to be delivered in tandem with Phase C (MSCP). Other Phases to follow.

4.7 Whilst the phases set out above are broadly sequential, there will be a significant amount of programme crossover between the various phases in order to expedite delivery of the development.

Site Layout

4.8 Strong relationships between the buildings proposed (Baring Street Office 1 and the MSCP) and the Mayfield Park is of imperative importance to the successful delivery of Mayfield Phase 1. An extensive amount of public and stakeholder consultation has taken place since 2016 in order to develop the ideas from the SRF and masterplanning stage to detailed design.

4.9 This subsection sets out how each the building elements are arranged and how they contribute to one another in terms of the overall site layout. The design of the park, including layout, hard and soft landscaping in addition to overall principles of design are described in detail later in this Section and in the Park Design and Access Statement in full.

Office Building 1

External Layout

4.10 Although the building plot identified in the SRF remains consistent with the developed design for Baring Street Office 1, the main entrance is located on the north west Baring Street corner, addressing the primary approach route to the building from Manchester Piccadilly and the City Centre. This is to ensure that the building complements the delivery of Baring Street Square and also provides a significant primary frontage facing the park.

4.11 Continuing this approach on the park facing side of the Proposed Development, a similar warm and contrasting curtain walling is inserted to highlight where the public interact with the building. This area is enhanced with a greater depth, repetition, planted seating and external doors to truly connect the internal foyer amenity space to the Mayfield Park.

4.12 The terraces on the upper floors have been oriented and arranged in a manner that seeks to best relate to the key entrance routes to the Mayfield site and to address the areas of park to the east. Responding to the unique conditions of the Site within the wider masterplan, each move has been made to integrate the building into the future setting of the park while making bold gestures through the massing, which articulate these key moves through the resultant form. This has generated an angular building with several façades which address areas of the park, the depot, Baring Street and the approach from Piccadilly.

Internal Layout

4.13 The main focus of the ground floor layout is to maximise the publicly accessible foyer, creating a double height amenity space that faces and connects to the park. To achieve this the core and back of house facilities are focused to the south-east of the building adjacent to the multi-storey carpark.

4.14 The lift lobby is located centrally on the plan, both to create clear wayfinding and improve accessibility. The cycle facilities are placed along the Baring Street elevation to animate the frontage, avoiding the risk of a blank façade. Below this is the servicing entrance, here the finished floor level is lowered to create level threshold the highway, whilst the rest of the accommodation is raised to be above the flood risk zone and level with the park.

4.15 Plant provision, the substation and fire escapes are positioned on the south elevation with external access to the servicing area between the buildings to be delivered as part of Phase 1.

4.16 The first floor is intended as a mixed-use space, flexible to be office, meeting or conference facilities along the Baring Street elevation, and breakout meeting space overlooking the double height foyer space facing the park.

4.17 Levels two and three are the largest floorplates of the Proposed Development. The layout of the upper levels is arranged to maximise available daylight and views of the park by pushing the core to the centre of the south elevation. This provides a shallow floorplate depth of 12m that is complemented by a simple structure and MEP strategy, key to providing a commercial space that is flexible to be split into variety tenancy arrangements.

4.18 Identical to the lower office floorplate levels in its rationale, but with a reduced office occupied area. On the typical upper floors the east corner of the building is cut back to allow sunlight access to Mayfield Park, and the north west corner pushes out to form the cantilever over the main entrance to Baring Street.

Multi Storey Car Park

4.19 The MSCP and Baring Street Office 1 were connected on a north south axis in the SRF. Through the design development process, it was considered that this approach created a barrier along Baring Street of unbroken facade. The buildings were separated creating route between the buildings and access from the park to Baring Street. However the orientation addressed Mancunian Way in an awkward manner, with pockets of space left next to the realigned Baring Street.

4.20 The MSCP was rotated to allow for the creation of an office courtyard between Baring Street Office 1 and the future adjacent development plot to the east. The refined alignment responds better to the direction of Mancunian Way and Baring Street.

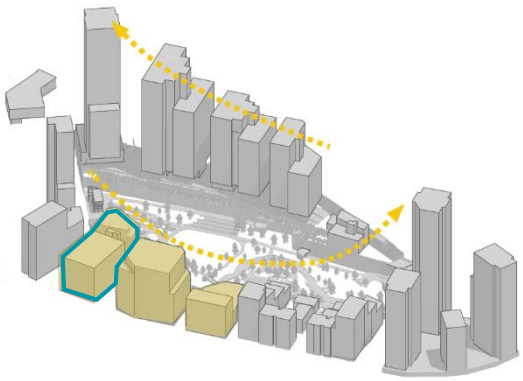
Figure 4.1 – Alternative Layouts for MSCP

4.21 With regards to the internal layout, the car park benefits from a highly efficient one-way system with vehicle access and egress located on the southern elevation. The ground floor includes all 21 disabled parking bays and there is clear segregation between pedestrians and vehicles on each floor. The views of available bays are made easier by the single way vehicular clockwise circulation system on a split level that has been adopted throughout the building.

Scale and Massing

4.22 The scale and massing of the Proposed Development is informed by site constraints and opportunities that have resulted in some minor changes in the massing and heights of the buildings from the SRF stage.

Figure 4.2 – Massing of Proposed Development buildings (outlined in blue)



4.23 For the Baring Street Multi Storey Car Park, a more compact massing with a small increase in height has been adopted to make better use of the space available and preserves the daylight provided into key areas of the park.

4.24 A simplified massing for Baring Street Office 1 presents a larger footprint at the first levels and a smaller, taller element to the south associated with the rooftop plant equipment. Similar to the MSCP, the building scale has been modelled to ensure that it is possible to achieve appropriate levels of daylight into the park and to respect the SRF massing profile and range of storeys.

Park

4.25 The Park is at the heart of the Mayfield site and once the SRF is fully complete, it will provide the designated 2.4 ha area of publically accessible greenspace. The aspiration is to create an inclusive public park providing access to nature for all kinds of age groups and people.

4.26 Through the delivery of such a significant amount of greenspace in the City Centre, there will be a substantial increase in greenspace on the Site and biodiversity net gain. As part of the detailed park design, described in this section and in the supporting Mayfield Park DAS, comprehensive new tree planting will be provided.

4.27 The scale of the park provides a generous outdoor space for the Depot overlooking the park and in turn provides a central open space that has the potential to accommodate events. The River Medlock, to improve biodiversity, aid habitat creation and mitigate the prospect of localized flooding, has been naturalized.

4.28 Application and supporting Design and Access Statement for the Park provides detail on the 2.4 ha of the Park to be delivered in phases via the Proposed Development. The final areas will come forward in future applications, located at the eastern end of the Site adjacent to Hoyle Street and Temperance Street.

Office Building 1

4.29 The overall height of the Proposed Development is defined by the site-wide massing approach established by Mayfield 2018 SRF, with the Baring Street Campus to the south-west corner of the Masterplan being of a smaller scale to allow sunlight access to the new park.

4.30 The cut back at the upper levels reveal daylight to the heart of the park with an open terrace on the eastern corner facing the river and landscaping below. The lower cut back addresses Baring Street and the approach from Piccadilly, identifying the primary entrance to the building.

4.31 This then informs a natural arrangement of the floorplate which wraps a central core, maximising the views of the park with efficient accommodation. The accessible terrace further encourages a dialogue and exchange with the life of the park on the east side of the building.

4.32 The characterful and bespoke floorplates are then situated between an open and active ground floor foyer space that literally brings the park into the building, with an opportunity to echo the life and buzz of the Mayfield.

4.33 To reduce the mechanical and engineering requirements of the development and sprinkler requirements, the building is set below +30m AFFL, allowing for eight storeys of office accommodation over a double height foyer space with a mezzanine (nine storeys including ground). A rooftop plant enclosure has also been provided to maximize the amount of ground floor space available for public amenity use.

Multi Storey Car Park

4.34 The car park has two split level decks spanning a width of 33m. The building’s length is maximised to 48m to improve the efficiency. The external stair core acts as a sculptured element between the MSCP and Office Building 1 to the north; standing as a prominent wayfinder across the park.

4.35 As set out above, the scale and massing of the MSCP is informed by site constraints and opportunities that were identified during the masterplanning and SRF stage. The building is located within the area identified as the 'Baring Street Campus' and has a scale appropriate for this area for compliance with the SRF. The location of the MCSP adjacent to the Mancunian Way, and separation distance to other buildings to the south that this provides, allows for a building of some scale.

4.36 The building massing is in keeping with the other developments within the Mayfield development and the heights have not varied since the original SRF. Sunlight studies show that car park has little impact on the Mayfield Park, as it stays in the majority within the light cone; casting shadows over the office to north and parts of the southern edge of the river.

Materiality and Appearance

4.37 The proposed materials for the buildings and Mayfield Park, as well as the additional buildings due to come forward over the next 10-15 years, have been informed by a number of studies undertaken at the SRF and masterplanning stage.

4.38 The SRF area contains several designated and non-designated historic buildings including the Star and Garter Pub (Grade II), Mayfield Depot Train Station and associated railway viaduct. The retention of these historic structures has been a key ingredient of the framework strategy and has contributed to preserve the place history and character.

4.39 The features and qualities of the existing structures have been at the base of design considerations and have influenced the architectural response in both building and park design as described under the sub-headings below.

Park

4.40 In addition to the Mayfield Depot building and associated former railway infrastructure, there are a range of other less noticeable but equally as important existing features of the site that are to be kept or replicated in the Mayfield Park design. This seeks to preserve the industrial qualities of the Site within the Proposed Development and create a seamless balance between natural landscapes and industrial decay to deliver a unique aesthetic.

4.41 On this basis, concrete, clay, steel and stone are all prevalent materials at Mayfield. Much of industrial Manchester is defined by this palette, particularly brick. The materials of the Park incorporate this palette of materials, with other proposed materials sourced locally to minimize the carbon footprint of the development and demonstrate local appropriateness.

4.42 This industrial heritage will be complemented by a range of natural landscapes and will flow into the buildings proposed as part of the Proposed Development and future phases to be brought forward.

Office Building 1

4.43 The idea behind the primary elevations is to reflect the robust solidity of Mayfield and Manchester's Victorian mill heritage, with the modern interpretation and use of industrial materials. This composition is expressed in the main body of the façade with a well-considered proportion of solid to glazing, with deep window reveals offering the weight of a traditional masonry construction.

4.44 Across the main elevations of the façades, a dark corrugated metal is used to provide the proposal with an industrial character, offering the cladding treatment with a rich natural appearance and texture. The use of this material is intended to pay homage to the contextual / historical installation of corrugated metal throughout Mayfield and to create a development that is both contemporary and distinctive.

4.45 To the base and head of the proposed elevations, the glazing is increased to add proportional contrast the typical floors, articulating a more prominent top to the development and create a sense of scale where the building meets the ground, mirroring the Mayfield Depot. The taller ground floor glazing also reflects the volume of the double height foyer to flood the public accessible space with daylight and views of the park.

4.46 The Baring Street edge of the proposal is the principal corner of the development that addresses the main pedestrian approach from Manchester Piccadilly. The lower levels are carved away to reveal a contrasting warm and lightweight curtain wall façade treatment, with the drama of the remaining cantilever adding appropriate landmark status, clearly defining the location of the main building entrance.

Multi Storey Car Park

4.47 The building is split in to two main masses to reduce the impact of the 10 storey car park with brick at lower levels and corten steel above. The datum lines have been designed to align with key elements of the neighbouring office building to provide. The lower datum picks up on the warm band of anodised metal that defines the office's entrance. Arches have been introduced to pick up on the human scale and activity of the ground floor, with climbing plants proposed on the elevation to further vary the façade.

4.48 The upper datum aligns with fourth floor terrace garden on Baring Street Office 1 and tops out at the office's eighth floor. The facade panels of the MSCP align with the tops of window sills of Baring Street Office 1 to create a sense of continuity between the two developments. The upper datum also picks up on the vertical rhythm of the office; the design uses 3m wide panels to reflect the rhythm of the office window bays.

4.49 The car park will be naturally ventilated via the east and west facades. This reveals some structural elements behind the primary façade elements, which has been refined as much as possible in order to minimise the visibility of the structural elements as possible.

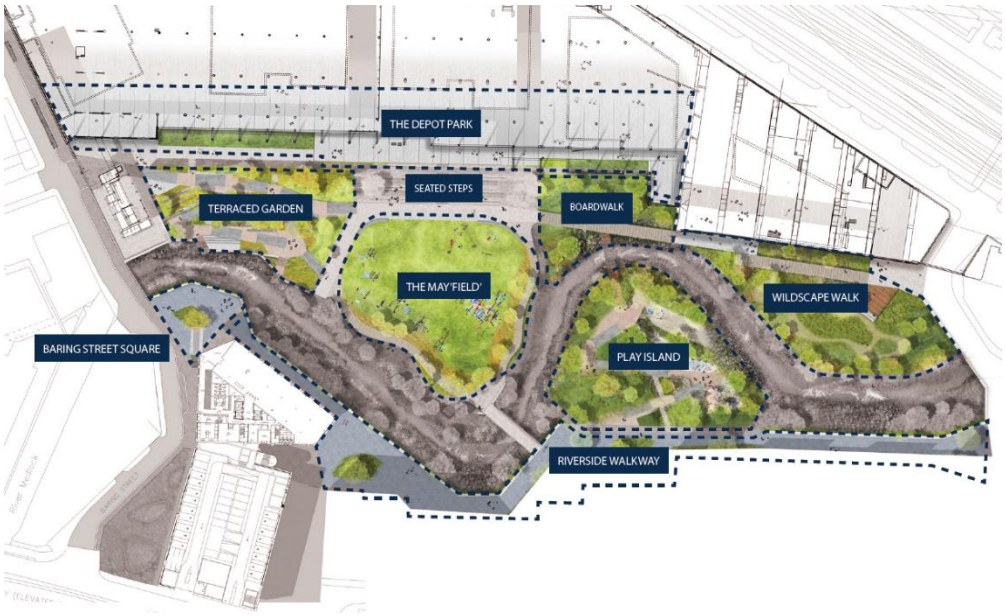
Detailed Landscaping Design

4.50 When arriving from Baring Street, the transition from an urban landscape to one of a more natural greenspace happens quickly, with accessible pathways flanked by areas of planting either side.

Figure 4.3 – Urban to Natural Landscaping Strategy

4.51 Generally the west end of the park supports a more recognizable sequence of spaces, a terraced garden, a large lawn space, a large south facing seating area. The east end of the park becomes more homogenous with planting and habitat provision blurring the boundaries between one space and another.

Figure 4.4 – Sequence of Spaces



4.52 As part of this sequence of spaces (shown in Figure 4.4 above), the following character areas can be subtly distinguished:

- **Baring Street Square**: The new Baring Street design is considered to be an extension of the park. Vehicle movement will become one way moving south to north and Baring Street will have controlled access for service vehicles only. Materials and planting comprising Staffordshire clay paving and low level shrubs will help soften this space before entering into the Mayfield Park and the threshold space for Office Building 1.

- **Terraced Garden**: The north western arrival to the park is a key space with concrete floor slabs found in the Depot used to reflect the industrial heritage and create an irregular layout. This arrangement reveals large gaps between each slab, which become areas for planting and areas to direct surface water drainage. The resulting combination of hard and soft surfaces are able to negotiate the level change down into the Park and provide DDA access for all with integrated seating opportunities.

- **The Depot Park**: this element comprises a pathway located at the Baring Street entrance to aid wayfinding and decision making at this key entrance to the park. This route is combined with a generous external terrace space overlooking the park and offers a south facing external seating terrace with views of the widest point of the park.

- **The May Field**: At the widest point of a park sits a large flexible field. This space creates a strong connection between the park and the Depot. To the south of the field, a wetland footpath offers a quieter connection to the river and its associated new wetland habitats. Seating opportunities along this route create frequent stopping points and inform a slower pace of movement.

- **Boardwalk:** To alleviate the need for retaining walls, access will be provided via a boardwalk passing above and through this unusual landscape. Planting interest will make this space feel like a threshold between the more open spaces in the west and the more habitat focused spaces in the east.

- **Play Island**: this space comprises a destination play space as a counterpoint to the openness of the May Field. The proposals offer a series of plateaus to create a woodland copse environment. Planting is drawn close to the play space, creating opportunities to slide or step or run between planted zones to encourage interaction with nature.

- **Wildscape Walk**: The wildscape area offers accessible habitat with opportunities to explore and learn. Planting is the dominant feature in this area, with boardwalks over-sailing the ground to allow planting to connect the river edge to the built form of the Depot.

- **Riverside Walkway:** the southern edge of the park provides a promenade overlooking the park complete with seating opportunities provide moments to rest and take in the best views. As future plots are developed this will become a space for buildings to spill out into. As such the walkway is a minimum width of 5m throughout with more generous setbacks at key entrances and at intersections with adjoining footpaths or streets.

- **River Corridor**: The river corridor is primarily a habitat space with controlled access for visitors, with planting to create an opportunity for new wildlife to establish. Within this zone the fluctuating water levels can accommodate a 1 in 25 year flood scenario without affecting the adjacent spaces or footpaths. To improve physical connections to the River Medlock, a series of projecting jetties which sit above the river are proposed. All access points have been designed to provide inclusive level access.

4.53 Full details of the Mayfield Park design are contained within the Mayfield Park Design and Access Statement prepared by SEW.

Access and Parking

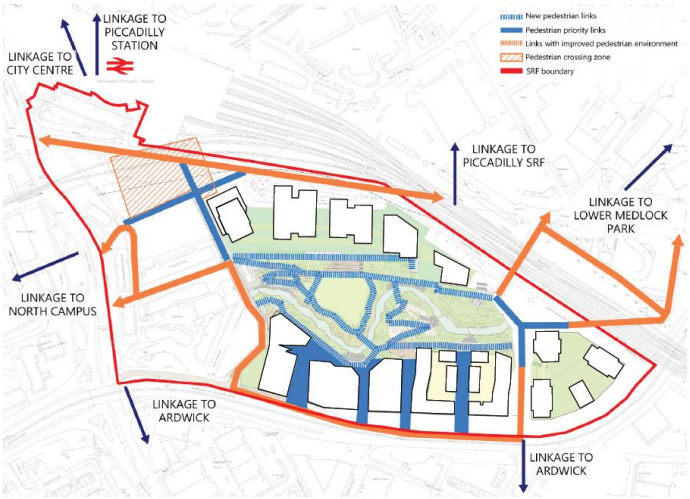
4.54 Mayfield seeks to embrace low car usage policies consistent with a highly accessible city centre location, within a short walking distance from Piccadilly Station (train and Metrolink) and Piccadilly Gardens (bus). Full details of the non-car transport modes are provided in the Transport Environmental Statement Chapter and supporting Transport Assessment.

4.55 It is considered that the majority of trips to the Proposed Development will take place through such modes of transport, or will be undertaken through linked trips within the City Centre. However, the access strategy for the Site and SRF overall will cater for vehicular trips, while improving the safety and security for car parking spaces and reducing the number of trips overall compared to the current baseline situation.

Pedestrian Access

4.56 As described in Section 2 of this Statement, the Proposed Development and wider Mayfield SRF area sits in a key location within the City Centre and is of critical importance to connecting neighbourhoods like Ardwick with the City Centre and borders growth areas such as North Campus and the wider Piccadilly HS2 Masterplan. Vehicular routes through the site will be rearranged by the Proposed Development so that traffic flows avoid the risk of creating severance between Piccadilly Station and Mayfield.

Figure 4.5 – Key Pedestrian Routes



4.57 Similarly, many of the pedestrian connections to adjacent areas will be primarily enhanced through improving the route for pedestrians. This is critical for ensuring the accessibility of the scheme overall, as much of the City Centre is within a 30 minute walking distance.

4.58 The Proposed Development will offer an improved connection to and from the Site from Piccadilly Station, which will in turn improve pedestrian connections to Piccadilly Gardens and the Northern Quarter with the wider City Centre beyond. Junction improvements and crossing points proposed on the junction of the Mancunian Way and London Road will result in a safer journey for pedestrians broadly speaking.

Cycle Access

4.59 The only modifications to the proposals set out in the SRF have been the removal of the cycle routes within Mayfield Park. This follows consultations regarding the use of Mayfield Park and reflects the need to provide a safe environment for all users of the Park. The topography and size of the Park precludes the provision of paths that can be safely shared by pedestrians, cyclists and those with mobility impairments. A cycle route has been maintained along the southern edge of the Park and secure cycle parking will be provided at all the entrances to the Park.

4.60 High quality cycle parking will be provided for the development on a phased basis as the development is built out. The quantum of cycle parking proposed will meet or exceed Manchester City Council's requirements. All cycle parking will be highly accessible via safe and legible routes, and will be safe and secure.

4.61 Many of the roads surrounding the SRF boundary are recommended for cycling improvements as per Manchester's 'Made to Move' Strategy, and A6 London Road and Fairfield Street are designated as on-road cycle routes. Dedicated cycle lanes are provided along the A6 London Road in both directions. Advanced cycle stop lines are found on all arms of the junction between A6 London Road and B6469 Fairfield Street junction, which is located north west of the SRF. It is proposed that a new Beeline Cycle route will run along London Road adjacent to Mayfield.

4.62 The nearest cycle parking to the SRF is at Piccadilly Station, where 43 spaces are provided through Sheffield Stands located on Fairfield Street. Furthermore, the City Centre currently has 760 publicly available cycle parking spaces, and 2,460 across the University of Manchester Estate which is located south-west of the SRF.

Vehicular Access

4.63 In spite of this highly sustainable location and the public transport options available to visitors and employees, there will inevitably be a need to cater for private car trips. This is driven by the commercial and residential space proposed across the wider SRF over the next 10-15 years and to respond to the parking controls to be implemented across the wider SRF area over time.

4.64 Since the original SRF was produced, the strategy for car parking within the Mayfield scheme has evolved although the proposed number of spaces has remained in line with the SRF. The MSCP has also been designed to be flexible to embrace changing personal mobility patterns and new technologies.

4.65 As such, car parking provision will be made for electric cars, car sharing and will be future-proofed to respond to an ever-changing transport agenda. The strategy has now progressed in tandem with the design and technical consideration of the scheme to arrive at a simpler concept. This seeks to provide the majority of parking provision (save for incidental disabled parking bays) at a single location in the masterplan to ensure that the bulk of the streets and spaces are as car free and pedestrian friendly as is possible.

4.66 On this basis, a 543 space MSCP in the south western corner of the masterplan area at the southern end of Baring Street as envisaged by the SRF will provide the parking provision. This enables immediate and easily legible parking provision on the edge of the scheme, minimising the need for vehicles to have to navigate their way to a variety of basement entrance locations deeper into the plot layout of Mayfield. To reduce the number of car trips to the Site overall, a series of parking restrictions are proposed across the Mayfield SRF Site.

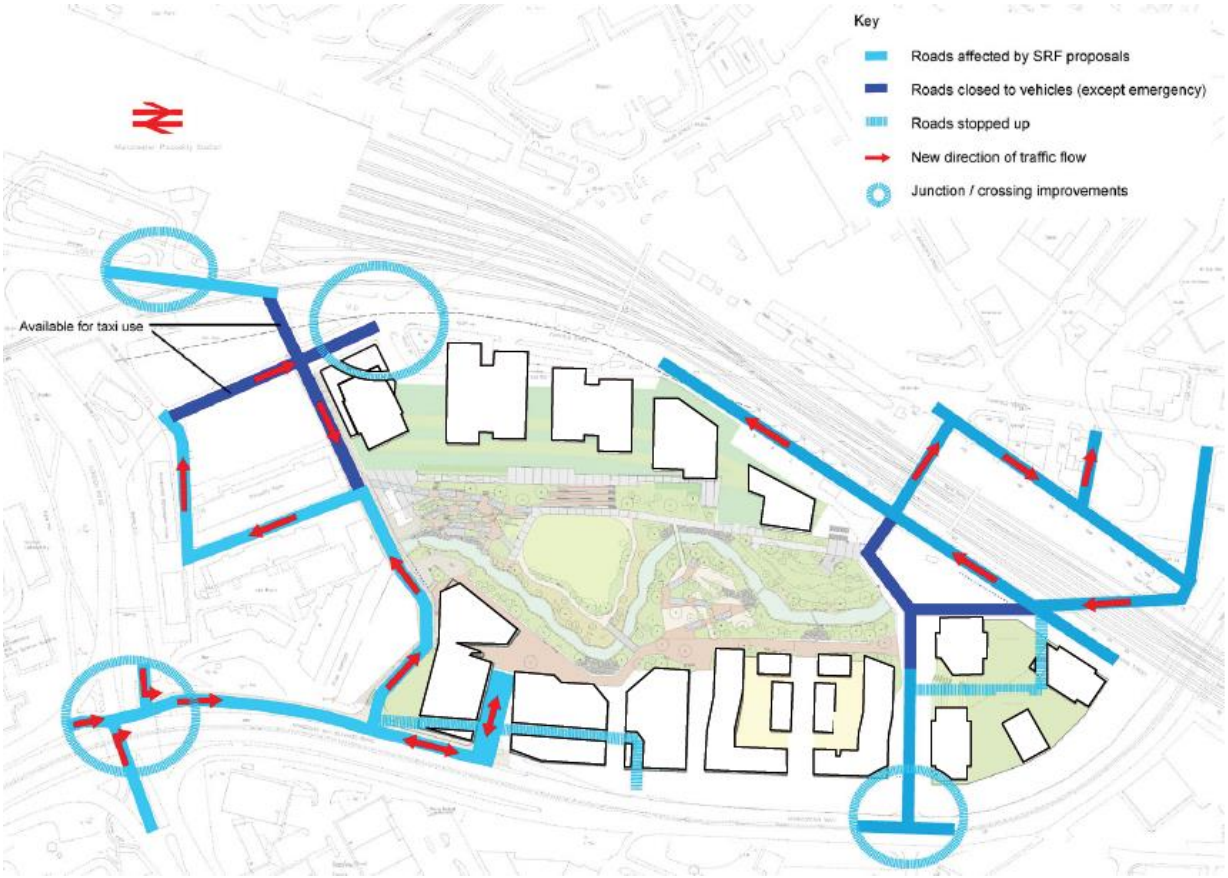
Highways Works

4.67 In order to facilitate both the delivery of the car park and to ensure that there is sufficient separation between vehicles, cyclists and pedestrians, a series of important road amendments are proposed by this Application that will ultimately be subject to future Traffic Regulation Orders being implemented. This is highlighted in Figure 4.6 below.

4.68 A key change is the operation of the slip road to allow vehicles to access from London Road to the Mancunian Way in the south west corner of the site on a one way basis and the subsequent one-way direction of Baring Street.

4.69 This redistribution of traffic flows provides both direct access to the MSCP from London Road and then allows traffic to loop back onto London Road when egressing the site. This allows for onward connections to the Mancunian Way and wider highway network. Importantly, it stops the proliferation of traffic around the Site so that priority access is offered to pedestrians and cyclists, rather than cars.

Figure 4.6 – Proposed Development Revised Traffic Flows



Servicing and Waste Management

4.70 An overarching waste strategy has been produced to provide guidance for the future development of Mayfield and inform operational waste strategies for different plots of the Manchester Mayfield regeneration project. The appropriate local and national guidance has been taken into account in developing this Strategy.

Park

4.71 Research has been undertaken to inform the waste management and servicing requirements for the Mayfield Park, including raised urban parks, theme parks and litter studies for newly designed sports venues. This has resulted in the following principles being applied to the development:

- Bins should be located at entry points and/or near activity areas such as picnic nodes and playgrounds;
- In small public open spaces, bins should be located as close as possible to entrances and/or road frontages;
- In medium to large public open spaces, bins should be located along pathways and/or pavements and in locations that can be easily accessed;
- Bins generally should not be placed within large expanses of grass without connection to a pathway network, to improve collection efficiencies;
- Consideration must always be given to the selection of litter bin types, it is assumed that MCC litter bins could be integrated into the park design (see figure below), alternatively also smart bins equipped with compacting features and fill volume sensors can support the efficiency of litter management in the Park due to less frequent collections required;
- If possible litter bins should be set-up within 150 metres of one another, to reduce the risk of littering; and
- Careful consideration has to be given to process of emptying of bins and locating them in a way that collection can be done in an efficient way. For this a walkway access that can be used by a waste vehicle should be considered.

4.72 Detailed features of the park, including waste storage provision will be secured by a detailed waste management strategy to be agreed prior to the development becoming operational and secured by way of Planning Condition.

Baring Street Office Building 1

4.73 Waste storage requirements for the office and commercial uses are based on the generated waste volumes (above) and the collection frequency provided by municipal and commercial waste collectors. For the proposed development twice weekly collection frequency has been selected to reduce waste storage requirements, with the designed refuse store proving capacity for 10no. 1100L and 4no. 240L bins of the below standardised Eurobin sizes:

- 1,100 litre wheeled bin, width: 1.375 m, depth: 0.99 m, height: 1.37 m; and
- 240 litre wheeled bin: width: 0.58 m, depth: 0.74 m, height: 1.1 m.

4.74 The refuse store (shown in Figure 4.7 below) is located at ground floor level and is easily accessed from the good lift serving the upper office levels, and the service corridor serving the foyer amenity space. In the servicing corridor an additional scissor lift is situated to aid the lifting / lowering of waste over the 1.6m internal level difference.

4.75 To ensure accessibility and manoeuvrability a minimum 1.8m clearance is provided between bins which are arranged around the perimeter of the room, allowing sufficient circulation space and easy access to each individual container.

4.76 Internal surfaces will have suitable hardwearing finishes and wall protection applied. All bins will have industry standard labels and colours to clearly identify the types of waste / recycling acceptable in each container.

4.77 The waste collection strategy design is based on collection vehicles parking in the new allocated lay-by on Baring Street. To ensure easy access the internal refuse store is located on the ground floor adjacent to this area, providing less than 10m distance to the proposed collection point.

4.78 The waste collection company will be provided access to the refuse store, and will be responsible for moving bins out for collection and returning them to the bin store once collected.

Operational Management

4.79 A high level Operational Management Strategy has been produced for the Mayfield Park and for the MSCP and Office 1 to provide a summary of how the development will operate once works have been completed. This will be refined during the design development stage and the submission of further information will be secured by way of condition, with the key elements summarised below.

General Maintenance

4.80 The Mayfield Partnership will appoint a management company in order to act as a point of reference for all tenants and to develop and implement strategies associated with the management and maintenance of both public spaces and private building interactions.

4.81 A Facilities Management team will be appointed and funded by the applicant in order to manage the Park and associated public realm. A specialist landscaping contractor will be employed to carry out the maintenance of the hard and soft landscaped areas to ensure that the Park is well looked after over the lifespan of the development.

Events and Events Management

4.82 The Park has been designed to facilitate a range of events. A vibrant and varied events strategy for the Park will be secured by way of condition as agreed with Manchester City Council. The timings, type and frequency of public individual events will be detailed at this stage.

Building Management

4.83 A detailed Operational Management Plan will be developed in conjunction with the MSCP operator and Baring Street Office 1 tenants and secured by way of planning condition.

Boundary Treatments

4.84 The development of the different phases of this application will be accompanied by temporary boundary and area treatments. A set of plans are included within the Temporary Uses Strategy in the Masterplan Design and Access Statement which illustrate the location of temporary boundaries and the areas where temporary finishes are required.

4.85 All areas in use outside the planning application boundary will be accessed via existing enterances, roads and pathways.

5 Development Plan and Material Considerations

5.1 This Section details the relevant documents that make up the Development Plan and are material considerations in the determination of the application.

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

5.3 A detailed assessment of the Proposed Development against the Development Plan and material considerations is provided in the Section 6 of this Statement.

Development Plan

5.4 The Local Plan is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context, the adopted Local Plan comprises:

- Manchester Core Strategy 2012 ("the Core Strategy");
- Manchester Proposals Map 2012;
- Saved Policies of the Manchester Unitary Development Plan 2005 ("the UDP");
- Greater Manchester Joint Waste Development Plan Document 2012;
- Greater Manchester Joint Minerals Plan 2013.

5.5 The Core Strategy was adopted in 2012 and is the key overarching DPD within the Local Plan. The Core has replaced significant elements of the Borough of the UDP as the document that sets out the long term strategic policies for the Manchester's future development, and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of policies from the UDP have been "saved" and remain part of the adopted Local Plan.

5.6 The Proposed Development is considered against the policies of the Development Plan in Section 6 of this Statement.

Material Considerations

5.7 The following documents comprise material considerations in the determination of the application:

- National Planning Policy and Guidance:
  - National Planning Policy Framework (NPPF) (2019).
  - National Planning Practice Guidance (NPPG).
- Draft and Sub-Regional Policy:
  - Draft Greater Manchester Spatial Planning Framework (2019).

- Manchester City Council's Supplementary Planning Guidance (SPD):
  - Guide to Development in Manchester SPD (2007).

National Planning Policy and Guidance

National Planning Policy Framework (2019)

5.8 National planning policy is contained within the National Planning Policy Framework ('NPPF'). The document sets out the Government's planning policies for England and how these are applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

5.9 At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

- **Economic** – the NPPF outlines the Government's commitment to building a strong, responsive and competitive economy. Significant weight should be placed on the need to support economic growth through the planning system by ensuring that suitable development is available at the right time and location, and identify and co-ordinate development requirements.

- **Social** – the NPPF aims to support strong and healthy communities by creating a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

- **Environmental** – the NPPF outlines how the planning system will protect and enhance our natural, built and historic environment.

5.10 These dimensions are considered to be mutually dependent within the NPPF, in its entirety, defining what is understood by the term sustainable development.

5.11 Section 6 (Paragraphs 80 to 84) is titled 'Building a strong, competitive economy'. It emphasises that planning decisions should help to create the conditions in which businesses can invest, expand and adapt, and significant weight should be placed on the need to support economic growth and productivity.

5.12 Section 8 (Paragraphs 91 to 95) is titled 'Promoting healthy and safe communities'. It sets out a series of aims for planning policies and decisions to achieve to encourage healthy, inclusive and safe communities, including those which:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong Neighbourhood Centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

- Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

5.13 Section 9 (Paragraphs 102 to 111) titled 'Promoting sustainable transport' states that transport related issues should be addressed early on in the design development process in order to ensure that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing and proposed transport infrastructure, and changing transport technology and usage, are realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

5.14 Paragraph 103 goes on to note that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

5.15 Within this context, Paragraph 110 states that application for development should:

- Give priority first to pedestrian and cycle movements, and second to facilitating access to high quality public transport;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

5.16 Section 11 (Paragraphs 117 to 123) titled 'Making effective use of land' states that substantial weight should be given to the value of using suitable brownfield land. More specifically, Paragraph 121 emphasises the need for Local Planning Authorities to take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help meet identified development needs.

National Planning Practice Guidance (NPPG)

5.17 The National Planning Practice Guidance (NPPG) was introduced in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the government's attempt to make the planning system simpler, clearer and easier for people to use.

5.18 The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.

5.19 The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

5.20 This is achieved through providing:

- An understanding of the relevant planning policies;
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;
- Discussion of possible mitigation methods against impacts of Proposed Development; and
- Identifying the information required to accompany a formal planning application.

Compliance with National Planning Policy and Guidance

5.21 Both the NPPF and NPPG provide a component of the framework against which the planning assessment in Section 6 of this Statement has been undertaken, which considers whether the Proposed Development comprises sustainable development.

Regional Policy

Greater Manchester Spatial Framework (2019)

5.22 The Revised Draft of the Greater Manchester Spatial Framework (GMSF), 'Greater Manchester's Plan for Homes, Jobs and the Environment, was published for formal consultation in January 2019, under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, which closed at midnight on 18 March 2019.

5.23 Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stages of preparation; the extent of unresolved objections; and the degree of consistency of the relevant policies in the emerging plan to this Framework. Whilst the GMSF is still in draft and at the early stages of consultation, it is considered to carry some weight in the determination of planning applications.

5.24 Policy GM-S 1 (Sustainable Development) seeks to encourage developments to maximise economic, social and environmental benefits and highlights that previously-developed (brownfield) land will be prioritised to meet development needs.

5.25 Policy GM-S 6 (Clean Air) seeks to support the improvement in air quality in Greater Manchester. Notably, one of the measures includes "locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution." The Policy goes on to state that "Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users."

5.26 Policy GM-P 1 (Supporting Long-Term Economic Growth) recognises the importance of supporting a thriving economy in Greater Manchester, placing an emphasis on the following: maintaining economic diversity; facilitating high value clusters in prime sectors (Advanced manufacturing; Business, financial and professional services; Digital; Health innovation; and Logistics); making the most of major assets including existing and proposed transport infrastructure; and providing the high-quality, sustainable living environments.

5.27 Policy GM-P 2 (Employment Sites and Premises) states "A diverse range of employment sites and premises, both new and second-hand, will be made available across Greater Manchester in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment.

5.28 Policy GM-D 1 (Infrastructure Implementation) encourages early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development.

Supplementary Planning Guidance

Guide to Development in Manchester SPD

5.29 The Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance was adopted in April 2007 and is a material consideration. The guide reflects the growing recognition of the importance of well-designed and well maintained neighbourhoods supporting sustainable development.

5.30 The guide places significant importance on new development creating a 'sense of place' under seven key principles as follows:

- character and context;
- continuity and enclosure;
- legibility;
- ease of movement;
- quality of the public realm;
- diversity; and,
- adaptability.

5.31 Developments should be informed, both in terms of design and layout, by the wider context. The character and identity of an area will determine appropriate form.

5.32 The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was adopted on December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

5.33 The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles, which will guide developers, designers and residents to the sort of development, which is anticipated in Manchester.

Mayfield Strategic Regeneration Framework (2018)

5.34 The redevelopment of the Site is supported by the SRF, which was formally endorsed by Manchester City Council's Executive Committee in May 2018. The SRF is a material consideration of the planning application.

5.35 The 2018 SRF will ultimately guide the delivery of a new commercially-led mixed-use area that is both socially and physically accessible and has a distinctive sense of place generated by the existing assets on site and by meanwhile activation.

5.36 The core development principles set out within the Mayfield SRF include:

- Quality of place – creating a quality environment that people want to work, live and socialize in; and,
- Place Making, Park and Public Realm – the Park is recognized as key to the character of this new neighbourhood and placemaking.
- Temporary Uses – a commitment to continue to support temporary 'meanwhile uses' to ensure the Mayfield regeneration story continues.

5.37 The Site forms part of the Baring Street Campus, which is envisioned to provide a commercial campus for co-working, live-work units and small business space. Additionally the SRF states that the offer will add value to the intended mix of Grade A commercial buildings and the overall business offer in the area.

5.38 The SRF states that buildings should be set back and step down towards the Park to accommodate a generous public walkway, open up on to the river and maximise sunlight into the Park. The SRF also references a new pedestrian bridge across to the Depot and the north side of the Park.

5.39 It is therefore considered that the proposed development is fully in accordance with the principles of the endorsed SRF (2018) and will facilitate the implementation of the vision of the SRF.

Summary

5.40 Overall, the Proposed Development is considered to be in accordance with policies and guidance at both local and national levels. The proposals have been assessed in detail within the following section of this document, where any deviation from the principles of the Development Plan has been fully justified.

6 Planning Assessment

6.1 The following planning issues are considered most relevant to the Application:

- Contribution to Manchester's Vision and Spatial Objectives;
- Principle of Development;
- Scale and Density;
- Design;
- Employment;
- Operational Management;
- Environmental Considerations;
- Sustainability;
- Archaeology;
- Amenity;
- Traffic and Transport;
- TV Reception; and
- Green and Blue Infrastructure.

Contribution to Manchester's Vision and Spatial Objectives

6.2 The Core Strategy sets out Manchester's 15 year vision for the City until 2027, which sees Manchester at the front rank of cities in Europe and the rest of the world, with a growing economy driven by the strength of the Regional Centre. The vision states that Manchester's knowledge based economy will flourish within an entrepreneurial community, characterized by a fully skilled, inclusive working population.

6.3 To achieve this vision, the Core Strategy sets out a number of Strategic Objectives (SO) for the City. These include:

SO1: Provide a framework within which the ***sustainable development*** of the City can contribute to halting climate change.

SO2: Support a significant further improvement of the City's ***economic performance*** and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

SO3: Provide for a significant increase in ***high quality housing*** provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.

SO4: Provide a network of ***distinctive, attractive and high quality centres***, strengthening local identity, providing essential services close to homes and local access to healthy food.

SO5: Improve the ***physical connectivity*** of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

SO6: ***Protect and enhance both the natural and built environment*** of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

6.4 These objectives have been translated into individual policies within the Core Strategy, against which the Proposed Development has been assessed within this Statement.

6.5 At a broader scale, Policy SP1 (Spatial Principles) provides an overarching strategy for the development of the City, and emphasises its role within the Greater Manchester economy. The Policy states that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

6.6 With specific regard to the City Centre, the Policy notes that all new development should have regard to the character, issues and strategy for the area as described in the Manchester City Centre Strategic Plan. This Plan has been considered in detail within Section 2 of this Statement. Moreover, it states that new development should maximise the potential of the City's transport infrastructure and, in particular, should promote walking, cycling and the use of public transport.

6.7 The Proposed Development is located within the regional centre and city centre fringe, where there is a focus to support economic growth and access to job opportunities. The Proposed Development is clearly aligned with this vision. It will provide office accommodation within a highly sustainable area, together with a range of retail and leisure uses at ground floor, improving access to jobs. The proposal includes redevelopment of a brownfield site to improve the built environment and local character as detailed in the Design and Access Statements (Park, Baring Street Office 1 and Baring Street MSCP) submitted with this Application.

6.8 The remainder of this Section assesses the Proposed Development in relation to the relevant policies of the Core Strategy. These policies have been formulated based on the vision and strategic objectives for the City, and should be reviewed in turn to determine their compliance. Overall, the Proposed Development is considered to be in line with the Core Strategy's vision and spatial objectives.

Principle of Development

6.9 Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity. Additionally Core Strategy Policy SP1 states that all development should have regard to the issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks.

6.10 Core Strategy Policy EC1 states that Manchester City Centre is a key location for the most significant employment generating uses.

6.11 Core Strategy Policy EC3 states that employment generating uses including offices and other commercial development will be encouraged in the Regional Centre providing the development is well connected by sustainable transport to both the wider city and surrounding residential areas, and where the scale and type of office does not undermine employment in the City Centre.

6.12 Core Strategy Policy EC8 states that Manchester City Centre is expected to deliver approximately 14ha of employment land and that the Plan promotes development which has regards to ensuring employment within Central Manchester complements those uses.

6.13 Core Strategy Policy CC1 supports high density offices and states that the Council will give particular encouragement and support for these uses in the City Centre.

6.14 Core Strategy Policy CC5 states that Council requires development to include adequate parking provision for cars and bicycles in line with parking standards set out in the Core Strategy, which should be balanced with sustainable transport objectives and improving environmental outcomes.

6.15 Core Strategy Policy CC7 states that the City Centre presents the most viable opportunities for mixed-use development and in general these will be promoted as a means of using land as efficiently as possible. Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function or as part of a development which has such a function.

6.16 Core Strategy Policy CC8 identifies the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects this will generally be supported. The approach to development in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the City Centre will be supported, subject to the proposal's impact on key aspects of the city's heritage and character. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.

Office Use

6.17 The creation of a mixed use development comprising Grade A office floorspace, a MSCP and a significant new public park, with ancillary ground floor commercial and community floorspace clearly aligns with the policies set out above. The Proposed Development is being brought forward in line with an adopted Strategic Regeneration Framework and the uses are broadly in keeping with the City Centre Plan. It is in a highly sustainable and well-connected location that will allow most trips to the Site to be undertaken by sustainable transport modes where possible.

MSCP

6.18 Whilst the development seeks to capitalise on its sustainable location, within a 30 minute walking distance of the entire City Centre and a short distance from the main transport hub of the City in Piccadilly Station, there is an identified need to provide parking on site. Car parking was always envisaged to form part of the redevelopment of Mayfield, but the strategy to consolidate undercroft and surface car parking into a MSCP was developed during the most recently adopted Strategic Regeneration Framework for the Site. The intention is to focus any vehicular trips into the south western corner of the site and keep the wider area prioritized for pedestrians.

6.19 The area is currently blighted by an extensive amount of informal unrestricted on street car parking arrangements, generally used by commuters who work in the city centre. These current parking arrangements would be incompatible with the delivery of Phase 1 Park and overall masterplan as it would allow traffic to travel and park around the border of the development site, reduce permeability into the Mayfield Park for pedestrians and spread air quality impacts. Consolidation of car parking brings three key benefits in terms of overall masterplan design:

- Ensures that a way-finding and signage strategy for Mayfield can be adopted that is simple and clear and is not having to resolve a complex array of different types of car based movements, but is instead directing the vast majority of car movements to a single point in the masterplan.

- Access is offered direct from the Inner Ring Road and London Road junction, which will be improved by the proposals for better traffic flow and accessibility and there will be a good degree of segregation between pedestrians and cycles from vehicles in turn.

- If the MSCP didn't exist, the developed designs would include either inactive frontages at ground level that would otherwise need to be occupied by car parking spaces. Alternatively, each development plot would need to go further below ground level; adding unnecessary development cost to make delivery more challenging.

6.20 Whilst there may not be a need for all parking spaces generated by the development upon completion of Phase 1, there is sufficient quantum moving forward that would future proof any potential uplift in demand and this MSCP could be used as commuter parking in the interim. This would be secured by the submission of a robust management strategy by way of Planning Condition.

6.21 The strategic ambition of the City Region and Greater Manchester is clearly to encourage sustainable transport modes for all journeys. The Phase 1 proposals are for the development of commercial uses in a highly accessible location and whilst the existing and proposed transport infrastructure encourages uptake in sustainable modes, the MSCP element ensures users have a choice of travel modes.

6.22 For some, sustainable transport options will be either genuinely not possible, circumstantially challenging, overly convoluted or more expensive than undertaking journeys by car. Clearly, the development must cater for these people to improve inclusivity to the development and improve its function as a place.

6.23 The location of the MSCP has been selected as it is in close proximity to the Manchester and Salford Inner Relief Route and therefore will not affect traffic levels in the City Centre.

6.24 In terms of the building's function as a car park, acknowledging trends towards the need for cars and the type of cars users will drive in the future, the design is adaptable to accommodate the changing trends in ownership of electric vehicles. 10% of all electric charging points will be provided (60 spaces), with the capacity for this to increase.

6.25 The MSCP will additionally provide the development with essential disabled car parking spaces with 21 spaces proposed in total.

Scale and Density

6.26 Core Strategy Policy CC6 states that City Centre development will generally be high density in order to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

6.27 The height and overall massing of the proposals has been restricted to make sure the Mayfield Park will receive the maximum amount of daylight levels whilst allowing an appropriate quantum of commercial development to come forward in order to enable delivery of the Proposed Development. This first phase of development also enables the wider site to be brought forward following re-profiling and remediation of the Site, which will allow a significant portion of the c. 150,000 sq. m. of employment floorspace to come forward elsewhere in the Mayfield SRF area.

Design

6.28 A commitment to good design which takes full cognisance of the sites' setting and character runs through national and local planning policy and guidance.

6.29 Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.

6.30 Core Strategy Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding areas in terms of the design, scale and appearance.

Architectural Quality

6.31 The Proposed Development has been designed by a combination of Bennett's Associates as architects for the office development, and SEW in relation to the masterplanning, park design and MSCP. The various iterations of the overall masterplan have been purposefully challenged on a number of occasions by independent design review panels, members of the public, statutory consultees, non-statutory consultees, Local Councillors and the Local Planning Authority.

6.32 This has led to proposed designs that capture the sentiment of a range of opinions that have been distilled in order to produce outstanding architectural quality through both the public realm, buildings, and in combination with one another.

Baring Street Office 1

6.33 The ambition for the Baring Street Office, designed by Bennett's Associates, is to provide world class contemporary and flexible office accommodation over eight floors, with an emphasis on creating a unique and distinctive commercial opportunity.

6.34 Taking reference from Mayfield's heritage and the site specific history of site as the former 'Mayfield Baths and Wash-House', the ground floor will aspire to form a similar sense of community, acting as an early focal point for Phase 1 of the Mayfield development. Engaging heavily with the park, the dramatic space will be publicly accessible and provide a range of potential amenities and uses to help to put Mayfield on the map.

6.35 The design philosophy makes a strong focus on an innate character inspired by heritage, a desire to foster a new community, improving the health and wellbeing of occupants and attracting tenants. The Proposed Development stands on the south bank of the River Medlock in distinct contrast to typical offices throughout the city, overlooking the new Mayfield Park and depot.

6.36 Situated at the west end of the park, views wrap the building to the north, east and west and provide a truly unique offering to Manchester's market of commercial floorspace. The Proposed Development seeks to maximise the potential of this opportunity by bringing the park and its amenity into the building at the ground floor. This setting stimulates the office space above and establishes a starting point to make the most desirable office space in Manchester

Baring Street Multi Storey Car Park

6.37 With regard to the MSCP, Mayfield is to be one of Manchester's most unique locations and the design seeks to help to set the benchmark. Mayfield's first buildings need to help evidence what it is that Mayfield can offer that is different to other development projects. Future-proofing the car park is a key attribute of the design as we move closer to wider use of autonomous cars and electric vehicles.

6.38 To soften the appearance of the MSCP, a number of greening measures are proposed to deliver a building that reflects the industrial heritage of the Site and the ability for nature to adapt to this over time. A combination of species with different flowering times results in year round interest and maximum value to wildlife.

6.39 Hedera species form an evergreen base, while the deciduous species are woven through providing autumn colour and winter seedheads. Species were chosen for their natural aesthetic and the need to be robust, drought tolerant, offer value to wildlife, grow to an appropriate height and be suitable for a west facing wall.

6.40 The car park will be naturally ventilated via the east and west facades. This reveals some structural elements behind the primary façade elements, however the façade has been refined as much as possible in order to reduce the visibility of the structural elements of the MSCP.

Landscaping and Public Realm

6.41 As described in Section 3 of this Statement, the Mayfield Park will be a unique, world class statement park that celebrates the site's post-industrial character. It will be a symbol of urban regeneration and demonstrate the importance of greenspace as a crucial part of making cities more resilient to climate change and improving health outcomes.

6.42 The Mayfield Depot forms an integral part of the park, with the boundary between outdoor, indoor and platform spaces blurred. This is achieved through a series of paths, with stepped and sloped access from the Depot into the heart of the park.

6.43 Delivery of the Proposed Development will provide a large, green, soft sequence of spaces with different character areas and curated programmed uses that invite visitors on a journey of discovery. This is achieved through a mix of informal urban green spaces through to more natural and wild spaces, creating a multi-layered open space.

Inclusive Design

6.44 Core Strategy Policy CC10 states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre.

6.45 Core Strategy Policy DM1 states that buildings and neighbourhoods should be fully accessible to people with disabilities.

6.46 Inclusive design measures are fully defined within the Design and Access Statements submitted with the Application. The design has been developed in full consideration of national legislation, including the provisions of BS8300:2001 and Building Regulations Part M (2015 Edition). This reflects the importance that the Applicant places on complying with the Equality Act 2010 and emerging Equality Act (Amendment) Bill 2015-16.

Employment

6.47 As stated earlier in this Section, Core Strategy Policies EC1, EC3, EC8 and CC1 focuses Manchester City Centre as a key location for the most significant employment generating uses in a high density fashion and be the main contributor in terms of employment land.

6.48 Not only will the delivery of a new high quality Grade A office development provide a significant amount of new employment opportunities in the City Centre, there will be supply chain benefits leading to further job creation. The delivery of the Mayfield Park will require a number of roles to be created relation to the on-going management, maintenance and security. Direction job creation will comprise approximately 2,500 jobs generated by the Proposed Development.

6.49 The agglomeration benefits and catalytic effect of this first phase of development at Mayfield should not be downplayed. Its key location adjacent to the North Campus SRF area and HS2 Piccadilly Masterplan, in addition to the opportunity that the proposal presents for bringing forward the wider Mayfield SRF masterplan itself, will be a driver for regeneration in this part of the City Centre and lead to the creation of thousands of jobs in the City. The Mayfield SRF alone will lead to the delivery over the next 10 to 15 years of c. 150,000 sq. m. of employment floorspace.

Operational Management

6.50 Policy CC 10 of the Core Strategy states that the City Centre should be A Place for Everyone, which can only realistically be achieved if the design is inclusive and the on-going management and maintenance of spaces.

6.51 To this effect, Management and Maintenance Strategies have been provided in support of the Application and the proposals have been reviewed in detail by Greater Manchester Police. The details of management are contained within Management and Maintenance Strategy, prepared in line with the recommendations from Greater Manchester Police as set out in the Crime Impact Statements also submitted with this Application.

Environmental Considerations

Flood Risk and Drainage

6.52 Core Strategy Policies SP1, CC1, H1 and DM1 states that new development proposals must have regard to flood risk and drainage.

6.53 Core Strategy Policy EN14 states that an appropriate Flood Risk Assessment will be required for all development proposals on sites greater than 0.5 ha within Critical Drainage Areas (this requirement is extended within the NPPF to all sites greater in size than 0.5ha notwithstanding whether they are in a Critical Drainage Area). Policy EN14 also states that all new development should minimise surface water run-off, including through Sustainable Urban Drainage Systems (SuDs) and the appropriate use of Green Infrastructure. In Critical Drainage Areas, evidence to justify surface water run-offs will be required.

6.54 Core Strategy Policy EN17 states that development should avoid any adverse impact on water quality, including during construction; should minimise surface water run-off from development and associated roads; and maximise use of sustainable urban drainage systems.

6.55 The Site is located within the Central Manchester Critical Drainage Area. Based on the Environment Agency's Flood Map, the Site is located within Flood Zone 3 and therefore has a higher probability of flooding.

6.56 The majority of the green space proposed in the landscape masterplan is within the park and therefore lies within the flood plain and is not available to use for storm water attenuation. The strategy therefore proposes to discharge all surface water that falls within the park to the river without first attenuating flows.

6.57 Surface water will still pass through a variety of Sustainable Urban Drainage Systems (SuDs) prior to discharge to provide a water quality benefit. These would include filter strips and swales to reduce suspended solids within the surface water runoff. Any new outfalls to the River Medlock that are required to be created will be obtained via a land drain consent application prior to instillation and any relevant Environmental agency discharge permits.

6.58 The new below ground drainage network shall replace the existing and convey water to outfall into the River Medlock. It is proposed that all new sewers will drain by gravity, wherever possible to keep the attenuation storage above modelled flood levels. Due to the existing ground conditions, infiltration and other source controls are generally unlikely to be achievable.

6.59 All surface water which falls on the surrounding buildings and their associated public realm will be attenuated on plot. This surface water will then be discharged via a series of pipes into the River Medlock. Buildings will utilise a range of SuDs systems. These measures have been designed to meet the required surface water discharge rates for the development.

6.60 In line with the guidance provided within the Manchester City Council (MCC) SuDS Requirements for New Developments and conversations with both MCC and the Environment Agency the proposed discharge rate is to be restricted to 50% of the existing brownfield runoff rate. To provide greater betterment and to negate the requirement for long-term storage on the site an allowance of 2l/s/ha should be subtracted from this 50% peak discharge rate.

6.61 The Proposed Development is therefore considered to be wholly in compliance with the Development Plan and NPPF with regards to flooding and drainage.

6.62 Detailed consultation has been undertaken with the Environment Agency in order to appreciate how best the development manages the risks associated with Flood Zone 3 and Buro Happold have produced a Flood Risk Assessment and Drainage Strategy (FRA) and a Water Resources ES Chapter to reflect the agreed approach. The FRA identifies appropriate measures to mitigate against pollution to watercourses, sewerage infrastructure and groundwater.

Ground Conditions

6.63 Core Strategy Policy EN 18 requires that any new development of contaminated land must be accompanied by a health risk assessment.

6.64 A Phase 1 Preliminary Site Investigation for the whole site, Phase 2 Site Investigation for the MSCP and Baring Street Office 1, and Detailed Unexploded Ordnance (UXO) Risk Assessment have been carried out and are submitted as part of the Ground Conditions ES Chapter (Chapter 10 and technical appendices).

6.65 Ground conditions underlying the Site have been confirmed by the site specific ground investigations to consist of Made Ground overlying Glacial Till deposits (cohesive) which in turn overlie the Triassic Chester Formation bedrock or Made Ground (Granular & Cohesive) directly overlying the Triassic Chester Formation. Localised groundwater is likely to be present within Made Ground where is overlies cohesive Glacial Till Deposits, the superficial deposits and within the main groundwater body within the bedrock strata.

6.66 Potential sources of contamination on-site include historical land uses, on-site car parking facilities (potential for fuel/oil leaks from vehicles) and the presence of Made Ground. The degree of contamination arising from previous land uses is typically a function of previous site practices, operational procedures and the degree/condition of any hard standings that may have been in place at the time. The assessment of impacts has focussed on the suitability of the Site for the proposed land uses as well as the health and safety of construction workers.

6.67 2 No. ground investigations have been undertaken. During the GIP 2009 GI and REC 2019 GI 3 No. soil samples recorded exceedances above the relevant commercial assessment threshold some contaminants. Based on the site history, it is not considered that the ground conditions pose any significant risks to future users of the Proposed Development, providing suitable mitigation measures are undertaken and any 'hot spots' which may be identified during construction works are removed. This may include provision of appropriate 'clean cover' in proposed soft landscaping areas.

6.68 Impacts associated with ground gas such as methane or carbon dioxide, if any, will be mitigated by the provision of appropriate gas protection measures in accordance with best practice guidelines. Based on limited data, the current classification of the Site is CS2. Based on the data available and the assessment undertaken in accordance with current industry guidance, ground gas protection measures are currently envisaged.

6.69 The Site is considered to be suitable for commercial use with appropriate minor mitigation measures.

6.70 Concentrations of pollutants in the soils on Site are considered to pose a minor risk to human receptors and their property during construction, assuming appropriate health and safety controls are implemented.

6.71 In general, the use of mitigation measures such as standard construction procedures (bunding of fuel storage areas, avoiding the stockpiling of contaminated material etc.) means that the risks to groundwater during the construction and operational stages can be considered to be minor to negligible.

6.72 Health impacts associated with the inhalation of ground gases, if any, will be mitigated by the provision of appropriate gas protection measures in accordance with best practice guidelines. However, it should be noted that the data obtained from the ground investigation monitoring classifies the site ground gas regime to be CS2. Based on the data available and the assessment undertaken in accordance with current industry guidance, 1 to 2 levels of ground gas protection measures are currently envisaged.

6.73 With all mitigation measures in place no significant impacts to human health or environmental receptors are expected to arise from the ground conditions at the Site.

Ecology

6.74 Policy EN8 states that development should have regard to the opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation to climate change. In order to address the requirements of this Policy, an Ecology ES Chapter and technical appendices (Chapter 8) has been prepared and the details of this are summarised below.

6.75 An assessment of the proposed development on the terrestrial ecology of the site and the surrounding area has been undertaken. The proposed development is assessed against the baseline conditions as the habitats were in December 2016 due to vegetation clearance and building demolition being undertaken on site under Prior Approval. The assessment is based on ecological desk studies and surveys carried out between December 2016 and August 2019.

6.76 The Phase 1 area of the site is no longer in active use, with some site clearance activities underway. The site mainly comprises hardstanding and built structures. It includes the River Medlock which flows east to west through the site and a number of semi-natural habitats including scrub, tall ruderal and neutral grassland

6.77 Phase 1 will deliver the naturalisation of the River Medlock corridor, removing the heavily engineered brick and stone built banks and incorporating native aquatic species planting along the new river edge. A new park will also be delivered along the length of the river, providing extensive habitat improvement for the site.

6.78 The temporary adverse effect of habitat loss for bats and generalist breeding birds and potential black redstarts will be mitigated by the provision of enhanced and newly created habitat delivered within the park.

6.79 Two positive effects of the development include the creation of the Mayfield Park and the improvements to the River Medlock corridor, both of which will provide habitat to support a number of local and UK biodiversity priority species including bat, bird and invertebrate species. The provision of the park provides a net gain in biodiversity for the entire Mayfield SRF and will have a hugely beneficial impact overall for the development and wider City Centre.

6.80 A number of additional supplementary mitigation measures have been recommended to further enhance the application site for biodiversity, including the provision of habitat boxes across the park and the inclusion of further soft landscaping within the development plots. There are provided in full with the Ecology ES Chapter and supporting technical appendices.

Tree Planting

6.81 A total of 12 trees will be removed as part of the development. However, a new urban park is proposed which will see a large number of new trees planted that will significantly increase the arboricultural value of the site. An arboricultural impact assessment is submitted with the Application for Phase 1 to appreciate how existing trees will be protected and measures for planting new trees.

Energy and Sustainability

6.82 Policy EN4 requires that all development must follow the principle of the Energy Hierarchy, being designed to: reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and cooling; and to meet residual energy requirements through the use of low or zero carbon energy generating techniques.

6.83 Policy EN6 requires that all developments over 1,000 sq. m either connect to a CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010. Between Part L (2010) and Part L (2013) of the Building Regulation, the target emission rates were improved for non-domestic developments by 9%. Therefore, Office Building 1 is required to exceed Part L (2013) by 6% in order to comply with Policy EN6.

6.84 To address the requirements of the above Core Strategy Policies, this Application is supported by a range of documents including an overarching Energy Strategy, Energy Statement (for MSCP and Office 1), Environmental Standards Statement (for the Proposed Development overall) and BREEAM Pre-Assessment (for Office 1).

6.85 Through passive design and energy efficiency measures the scheme, the MSCP and Office Building 1 achieves a 13.4% reduction in annual regulated carbon emissions over the Part L 2013 target, therefore exceeding the target as stated in Policy EN6.

Air Quality

6.86 Policy EN16 requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

6.87 When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

6.88 During construction, site activities will have the potential to affect local air quality in particular from dust deposition and increases in particulate matter concentration. Mitigation measures have been proposed in the Air Quality Risk Assessment to ensure that the residual effects of construction activities will not be significant.

Archaeology

6.89 Policy EN3 states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support the Council in preserving or, where possible, enhancing the historic environment.

6.90 The Archeological Desk-based Assessment concluded that none of the sub-surface archaeological assets within the boundary of the proposed development are afforded statutory designation that would necessarily warrant their preservation in-situ.

6.91 However, the Desk-based assessment identified areas of potential buried archaeological interest across the site. Therefore it is anticipated that a programme of archaeological trial trenching will be carried out prior to development, and pending the extent and significance of any surviving remains, further archaeological excavation may be required to mitigate the loss of buried remains during the proposed construction programme.

Amenity

6.92 Policy DM1 states that all development have regard to, "*effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*"

Noise and Vibration

6.93 Core Strategy Policy C10 states that proposals for new development that supports the evening economy should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.

6.94 UDP Policy DC26 states that the Council will give consideration to developments which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning controls.

6.95 A Noise and Vibration ES chapter has been prepared in support of the Proposed Development (Chapter 6), to appreciate the noise impact associated with both the construction and operation of the development on the nearest sensitive receptors.

6.96 The assessment confirms that Noise levels as a result of construction are to be minimised by the mitigation methods described in BS 5228. Low noise and vibration construction methods will be used wherever practicable and appropriate acoustic screening will be implemented where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be Negligible to Minor Adverse.

6.97 The principal long-term potential environmental noise source associated with the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required, to meet the noise emissions criteria at each noise sensitive receptor at and around the Application Site. As such there should be no increase in the existing background noise levels at noise sensitive receptors and negligible impact is expected.

6.98 The Proposed Development is therefore considered to comply fully with Core Strategy Policies DM1 and C10 and UDP Policy DC26 in relation to noise and vibration impact.

Daylight and Sunlight

6.99 In order to establish the Daylight and Sunlight impacts associated with the development on existing and future receptors who are sensitive to a loss of sunlight or daylight, a Daylight, Sunlight and Overshadowing ES Chapter has been prepared in support of the Application. This provides a quantitative analysis of the impact of Phase 1 and identifies on a qualitative basis how the full delivery of the SRF may impact on existing and future surrounds when those future development plots come forward, which will need to be tested through detailed design stages.

6.100 The existing receptors to the east of the development (Liberty Point, Unite Students and Macdonald Manchester) have been identified by the Environmental Statement as the most sensitive receptors of the Proposed Developments including Phase 1 (Applications 1 and 2) and SRF developments due to their proximity to the proposed buildings. However, the uses of the receptors to the east are not considered to be sensitive as they are not residential receptors. Additionally, dwellings to the south were identified as sensitive receptors.

6.101 Of the windows of dwellings tested for VSC, the majority of windows will satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times baseline VSC. Of the remaining windows, 4 (12.1%) will achieve a factor of baseline values between 0.6 and 0.8. It is considered that the overall effect of the cumulative development on this receptor will be of minor adverse significance.

Waste and Servicing

6.102 Core Strategy Policy EN19 states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

6.103 The Council will also require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.

6.104 During construction the contractors shall reduce the need for waste disposal by minimizing the generation and environmental impacts of waste and maximizing opportunities for the re-use and recovery of waste.

6.105 Waste strategies for the proposed development will be prepared on a plot by plot basis prior to operation.

6.106 Baring Street Office 1 has been designed to include a waste storage facility on the ground floor which will be collected twice weekly to reduce waste storage requirements. Future occupiers will be expected to employ best practice by providing separate waste/recycling bins within each tenancy demise.

6.107 The Park has been designed to include bins, which will be located near entrances and activity areas. The property management manual for Mayfield prepared by Momentum (2018) proposes a dedicated on-site team to clean, service and maintain the Park.

Wind Microclimate

6.108 Policy EN2 states that, "by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment". Paragraph 12.14 goes on to state, "it is for these reasons that it is considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space."

6.109 The application is supported by an assessment of the potential impact of the proposals on the pedestrian level wind environment in and around the site and surrounding area; the assessment was undertaken by BMT Fluid Mechanics and forms Chapter 12 of the Environmental Statement submitted in support of the application.

6.110 The boundary layer wind tunnel study has enabled the pedestrian level wind environment at the Site to be quantified and classified in terms of suitability for current and planned usage, based on the industry standard Lawson criteria for pedestrian comfort and safety.

6.111 Safety issues were identified at the northern corner of Baring Street Office 1 and the east façade side of MSCP.

6.112 However with the introduction of the wind mitigation scheme within the context of existing and future surrounds, wind conditions within the Proposed Development at ground levels, and the surrounding areas are improved and remain suitable, in terms of both safety and comfort, for their intended usage throughout the year.

6.113 The Proposed Development is therefore considered to be wholly consistent with Core Strategy Policies DM1 and EN1 and the requirements of MCC's Residential Quality Guidance with regards to wind microclimate.

Transport

6.114 Core Strategy Policy SP1 states that, "new development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport."

6.115 Core Strategy T1 states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties; and take accounts road users' needs according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.

6.116 Core Strategy Policy T2 states that the Council will actively manage the pattern of development to ensure that new development, "is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities."

6.117 The development proposes to significantly enhance the pedestrian infrastructure and access across the Site and to neighbouring city districts in Manchester. These include new pedestrian priority links on Travis Street and the north section of Baring Street. Mayfield Park will also include off-street pedestrian routes providing car-free pedestrian connections between the Phase 1 development and Fairfield Street. The proposed improvements to the pedestrian environment will mitigate the impacts of the development.

6.118 The development proposes improvements to the cycle connections to, from and through the Mayfield area. A new cycle access route will be created along Baring Street; connecting the existing external cycle routes on Fairfield Street to those on A6 London Road. An additional cycle route will be created on Hoyle Street connecting Fairfield Street to Mancunian Way; a cycle route on the internal perimeter road parallel to Mancunian Way will connect Baring Street to Hoyle Street. Cycle permeability through the Site will be made via proposed cycle routes to the north and south of Mayfield Park; creating off-street cycle routes through the Site. These proposals to improve the cycling environment will mitigate the impacts of the development.

6.119 To respond to the uplift in spaces generated by the multi-storey car park, a controlled parking zone is proposed in the eastern part of the Mayfield SRF site, covering Hoyle Street, Temperance Street, Rachel Street and the streets north east of the mainline railway bounded by Fairfield Street and Mancunian Way. This will prevent on-street parking in the Mayfield area and complement the existing controlled parking zones in Manchester city centre.

6.120 A Framework (site-wide) Travel Plan has been prepared for the Site and submitted as a standalone planning document. The key aim is to inform residents, employees and visitors of the alternatives to driving their cars, to increase awareness of and promote greener, cleaner modes of travel, to reduce reliance on the private car and create sustainable communities consistent with the overarching aims of the NPPF.

TV Reception

6.121 A Baseline Television Reception Survey has been carried out by G-Tech Surveys for the Proposed Development (both buildings) prior to the introduction of the Proposed Development in order to record the existing television signal strengths and quality. These test results, used in conjunction with other information recorded during the survey (for example, the existing surrounding buildings), were used to assess the potential impact of the Proposed Development on television reception.

6.122 Potential effects on television reception were assessed based on technical modelling in accordance with published guidance. The desk-based analysis was supplemented by a baseline reception survey that took place in the potential interference zones to increase the accuracy of the assessment further.

6.123 The study has focused on the reception of VHF (FM) radio and the two television broadcast platforms that could possibly be impacted by the proposed development - digital terrestrial television and digital satellite television services.

6.124 Due to existing good coverage and lack of viewers in any theoretical signal shadow area, the proposed development is not expected to have any adverse effect upon the reception of Freeview television services. Due to the lack of satellite dishes in any theoretical signal shadow area, no interference to the reception of digital satellite television services is expected. Due to the existing good coverage and robust technical nature of the broadcast radio network with respect to building-generated signal interference, the proposed development is not expected to affect the reception of VHF (FM) radio services.

6.125 On this basis, the Proposed Development is not anticipated to lead to any adverse impact on reception of terrestrial, digital or radio signals.

Green and Blue Infrastructure

6.126 In July 2015 Manchester City Council adopted 'Manchester's Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester'. The document outlines the Council's vision to create safe and attractive neighbourhoods, a major expansion of the city's sports, leisure and cultural facilities, and improvements in the city's natural environment.

6.127 By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

6.128 Core Strategy Policy EN 9 (Green Infrastructure) states that developers will be encouraged to enhance the quality and quantity of green infrastructure, improve the performance of its functions, and create and improve linkages to and between areas of green infrastructure, where opportunities arise.

6.129 The Site will achieve biodiversity net gain in line with the latest national and local policy requirements.

6.130 Ecology surveys have identified a number of ecological constraints and opportunities associated with the development of the site. Existing habitats have been considered during the detailed design and appropriate mitigation has been proposed.

6.131 The proposals support the SRF vision by opening up the river, particularly on the north bank to provide natural river edges and create a range of habitats. Integrated flood storage has been incorporated into the design to allow some parts of the park to flood when necessary.

6.132 During the development of Baring Street Office 1 a wide range of sustainability initiatives have been considered in parallel with the 'Zero Carbon Framework 2020-2038'. The development employs a bespoke solution that captures elements of BREEAM, WELL Building Standard, and other guidance methodologies.

6.133 Therefore the Proposed Development is anticipated to have a positive impact on Manchester's Green and Blue Infrastructure.

Summary

6.134 The Core Strategy and all material considerations identified above have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application.

7 Summary and Conclusions

7.1 This Statement accompanies an application for Full Planning Permission submitted to Manchester City Council (MCC) on behalf of the applicant, Mayfield Development Partnership LP (the "Applicant").

7.2 The Site to which this application relates is 5 ha and is bounded by the Mayfield Depot building to the north, Hoyle Street and Unit 5 (Dirt Factory) to the east, the Mancunian Way ring road (A635) to the south and Baring Street, Buxton Street and Berry Street (inclusive) with the McDonald Hotel to the west, along with associated roads. The Site boundary also extends to the London Road junction and access to Baring Street to facilitate road improvements proposed ("the Site"). The Site is currently underutilised and in need of regeneration to enable the Site to realise its full potential as a key contributor to the City Centre economy.

7.3 This submission proposes the erection of a commercial led mixed-use development comprising an office building (Baring Street Office 1), a multi-storey car park (Baring Street MSCP) and a new 2.4 hectare city park. The Proposed Development, as outlined below (paragraph 1.5) and in detail at Chapter 3 of this Planning Statement is hereafter referred to as the "Proposed Development". This application is submitted by the Mayfield Development Partnership LP.

7.4 This Application comprises the first of a multi-phased plan for the reconfiguration and redevelopment of Mayfield, pursuant to the 2018 SRF. The SRF sets out a comprehensive strategy that will guide the future reconfiguration and redevelopment of five distinct neighbourhoods: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character.

7.5 The Application relates to the 'Baring Street Campus' and 'Mayfield Park' areas, together with associated works to Baring Street, and the London Road junction and access. The Mayfield Development Partnership LP has already invested in a number of temporary 'meanwhile' uses to help kick-start regeneration and facilitate economic and social activity ahead of any long term development. This includes the construction of the 'Gatehouse' in 2017, providing a temporary pop-up food market and a four-storey timber structure to host the u+i office, and a series of archways on Temperance Street for additional temporary pop-up events.

- The development will seek to capitalise on the substantial progress made since u+i Group were selected as the preferred development partner in 2016. Activity taking place on site has put Mayfield back on the map as a key part of the city centre and whilst the meanwhile uses must conform to the delivery of Phase 1, they are acknowledged to have made an important contribution to the vibrancy of place. When appreciated with the delivery of the Proposed Development, it is clear that the meanwhile uses have created an important pathway to bringing forward significant permanent redevelopment of the Site.

- The target for the City to generate up to 42,600 jobs to the Manchester economy, taking the total employment level towards 430,000 by 2034 is a significant challenge and requires an integrated, strategic and efficient use of land resources available. The Proposed Development and Mayfield overall will contribute to a significant proportion of forecast employment growth that is expected to occur in sectors with higher than average GVA.

- The Mayfield SRF Area and the Proposed Development is geographically located to maximise the emerging regeneration context on and surrounding the development site. A significant quantum of new floorspace, public realm and associated environmental improvements in a highly sustainable location has the opportunity to further the catalytic cycle of development is currently taking place, notably at North Campus and Ayton Street, and will continue to be delivered on or near to the site over the next 5 years and beyond.

- There is now a strong emphasis on making Manchester as resilient as it can be in relation to managing the impact of climate change and Mayfield can make a meaningful difference in this regard. The Proposed Development includes the conversion of predominantly brownfield land into a new public park and deliver tangible environmental improvements to the River Medlock, which will greatly assist in the city's ability to tackle climate change and be more environmentally resilient.

7.6 The application is supported by a full suite of supporting documents, including an Environmental Statement of those topics that were identified as having the potential to create likely significant effects on the environment during the construction and operational phases of the Development.

7.7 The Proposed Development has been assessed against the relevant policies of the Development Plan and any material considerations including national, sub-regional and local planning policies and guidance. The assessment concludes that the Proposed Development is fully compliant with these policies and guidance documents and therefore merits the support from the City Council and the grant of Planning Permission.

Deloitte.
Real Estate

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6 Appendix B – Condition Wording Amendments

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
1	The development must be begun not later than the expiration of three years beginning with the date of this permission.	The development must be begun not later than the expiration of three years beginning with the date of this permission.

2	The development hereby approved shall be carried out in accordance with the following drawings and documents: (a) Dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001200 Rev P00 (Mayfield Phase 1, Application 1: Site Plan and Location Plan), 0343-SEW-ZZ-ZZ-DR-Z-0001000 Rev P00 (Mayfield Phase 1, Application 1: Earthworks and Riverworks Phase A) and 0343-SEW-ZZ-ZZDR-Z-0001001 Rev P01 (Mayfield Phase 1, Application 1: Phase B, C, D, E, F, G, H, I,); (b) 0343-SEW-ZZ-ZZ-DR-Z-0000026 Rev P00 (Mayfield Phase 1, Application 1: Demolition Plan); (c) 1076-03-CE-YY-XX-DR-HI-DE-010 Rev P02 (Typical Cross Section), 1076-03-CEYY- XX-DR-HI-SE-001 Rev P02 (Cross Sections Sheet 1), 1076-03-CE-YY-XX-DR-HI-SE-002 Rev P01 (Cross Sections Sheet 2), 1076-03-CE-YYXX-DR-HI-DE-003 Rev P02 (Typical Pavement Details Sheet 3), 1076-03-CE-YY-XXDR-HI-DE-004 Rev P01 Typical Pavement Details Sheet 4), 0042912-BHE-XX-XX-SKC-0040 Rev D (Phase 1 Highways Access Strategy), 1076-03-CE-YY-XX-DR-HI-GA-001 Rev P06 (Highways Layout: Phase 1), 1076-03-CE-YY-XX-DR-D-GA-001 Rev P04 (Surface Water Drainage Plan); (d) 1811-BA-XX-00-DR-A-P-0002 Rev B (Planning, Contextual Ground floor plan, Proposed), 1811-BA-XX-99-DR-A-P-0099 Rev A (Planning, Basement floor plan, Proposed), 1811-BA-XX-00-DR-A-P-0100 Rev C (Planning, Ground floor plan, Proposed), 1811-BA-XX-01-DR-A-P-0101 Rev A (Planning First floor/ mezzanine plan, Proposed), 1811-BA-XX-02-DR-A-P-0102 Rev B (Planning, Second Level floor plan, Proposed), 1811-BA-XX-03-DR-A-P-0103 Rev A (Planning, Third floor plan Level 3 floor plan, Proposed), 1811-BA-XX-04-DR-A-P-0104 Rev A (Planning, Fourth floor plan, Proposed), 1811-BA-XX-05-DR-A-P-0105 Rev A (Planning, Fifth floor plan, Proposed), 1811-BA-XX-06-DR-A-P-0106 Rev A (Planning, Sixth floor plan, Proposed), 1811-BAXX-07-DR-A-P-0107 Rev A (Planning, Seventh floor plan, Proposed), 1811-BA-XX-08-DR-A-P-0108 Rev A (Planning, Eighth floor plan, Proposed), 1811-BA-XX-09-DR-A-P-0109 Rev A (Planning, Ninth floor plan, Proposed), 1811-BA-XX-10-DR-A-P-0110 Rev A (Planning, Roof plan, Proposed); (e) 1811-BA-XX-AA-DR-A-P-0210 Rev B (Planning, Section, Proposed),1811-BA-XXNN- DR-A-P-0310 Rev A (Planning, North elevation, Proposed), 1811-BA-XX-EE-DR-AP-0320 Rev B (Planning, East elevations, Proposed), 1811-BA-XX-SS-DR-A-P-0330 Rev B (Planning, South elevation, Proposed), 1811-BA-XX-WW-DR-A-P-0340 Rev B (Planning, West elevation, Proposed); (f) 1811-BA-XX-ZZ-DR-A-P-0410 Rev A (Planning, Bay Study, Typical, Type 1a, Proposed), 1811-BA-XX-ZZ-DR-A-P-0411 Rev A (Planning, Bay Study, Foyer, Type 2b, Proposed), 1811-BA-XX-ZZ-DR-A-P-0420 Rev A (Planning, Bay Study, Cut-back, Type 2a, Proposed), 1811-BA-XX-ZZ-DR-A-P-0430 Rev A (Planning, Bay Study, South, Type 1b, Proposed), 1811-BA-XX-ZZ-DR-A-P-0440 Rev A (Planning, Bay Study, Main entrance, Type 2c, Proposed), 0345-SEW-P0-00-DR-L-001710 Rev P01 (Baring Street Office No. 1, Landscape General Arrangement), 1811-BA-XX-00-DR-A-P-0001 Rev A (Ground Floor Plan, Existing Site); (g) 0344-SEW-ZZ-ZZ-DR-A-001001 Rev P2 (Proposed - GA Site Plan (Phase 1)), 0344-SEW-ZZ-00-DR-A-001100 Rev P2 (Proposed - Level 00 (Ground)), 0344-SEWZZ-01-DR-A-001101 Rev P2 (Proposed - Level 01)), 0344-SEW-ZZ-02-DR-A-001102 Rev P2 (Proposed - Level 02), 0344-SEW-ZZ-03-DR-A-001103 Rev P2 (Proposed - Level 03), 0344-SEW-ZZ-04-DR-A-001104 Rev P2 (Proposed - Level 04), 0344-SEWZZ-05-DR-A-001105 Rev P2 (Proposed - Level 05), 0344-SEW-ZZ-06-DR-A-001106 Rev P2 (Proposed - Level 06), 0344-SEW-ZZ-07-DR-A-001107 Rev P2 (Proposed -Level 07), 0344-SEW-ZZ-08-DR-A-001108 Rev P2 (Proposed - Level 08), 0344-SEWZZ-09-DR-A-001109 Rev P2 (Proposed - Level 09), 0344-SEW-ZZ-10-DR-A-001110 Rev P2 (Proposed - Level 10), 0344-SEW-ZZ-11-DR-A-001111 Rev P1 (Proposed -Level 11 (Roof)), (h) 0344-SEW-ZZ-ZZ-DR-A-001201 Rev P2 (Proposed Section 01 - AA), 0344-SEWZZ-ZZ-DR-A-001202 Rev P2 (Proposed Section 02 - BB), 0344-SEW-ZZ-ZZ-DR-A-001204 Rev P2	The development hereby approved shall be carried out in accordance with the following drawings and documents: (a) Dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001200 Rev P00 (Mayfield Phase 1, Application 1: Site Plan and Location Plan), 0343-SEW-ZZ-ZZ-DR-Z-0001000 Rev P00 (Mayfield Phase 1, Application 1: Earthworks and Riverworks Phase A) **and MAY101-WSL-EST-GIL-DR-7060-0129-S4-01 (Mayfield Phase 1, Application 1: Phase B, C, D, E, F, G, H, I, X);** (b) 0343-SEW-ZZ-ZZ-DR-Z-0000026 Rev P00 (Mayfield Phase 1, Application 1: Demolition Plan); (c) 1076-03-CE-YY-XX-DR-HI-DE-010 Rev P02 (Typical Cross Section), 1076-03-CEYY- XX-DR-HI-SE-001 Rev P02 (Cross Sections Sheet 1), 1076-03-CE-YY-XX-DR-HI-SE-002 Rev P01 (Cross Sections Sheet 2), 1076-03-CE-YYXX-DR-HI-DE-003 Rev P02 (Typical Pavement Details Sheet 3), 1076-03-CE-YY-XXDR-HI-DE-004 Rev P01 Typical Pavement Details Sheet 4), 0042912-BHE-XX-XX-SKC-0040 Rev D (Phase 1 Highways Access Strategy), 1076-03-CE-YY-XX-DR-HI-GA-001 Rev P06 (Highways Layout: Phase 1), 1076-03-CE-YY-XX-DR-D-GA-001 Rev P04 (Surface Water Drainage Plan); (d) 1811-BA-XX-00-DR-A-P-0002 Rev B (Planning, Contextual Ground floor plan, Proposed), 1811-BA-XX-99-DR-A-P-0099 Rev A (Planning, Basement floor plan, Proposed), 1811-BA-XX-00-DR-A-P-0100 Rev C (Planning, Ground floor plan, Proposed), 1811-BA-XX-01-DR-A-P-0101 Rev A (Planning First floor/ mezzanine plan, Proposed), 1811-BA-XX-02-DR-A-P-0102 Rev B (Planning, Second Level floor plan, Proposed), 1811-BA-XX-03-DR-A-P-0103 Rev A (Planning, Third floor plan Level 3 floor plan, Proposed), 1811-BA-XX-04-DR-A-P-0104 Rev A (Planning, Fourth floor plan, Proposed), 1811-BA-XX-05-DR-A-P-0105 Rev A (Planning, Fifth floor plan, Proposed), 1811-BA-XX-06-DR-A-P-0106 Rev A (Planning, Sixth floor plan, Proposed), 1811-BAXX-07-DR-A-P-0107 Rev A (Planning, Seventh floor plan, Proposed), 1811-BA-XX-08-DR-A-P-0108 Rev A (Planning, Eighth floor plan, Proposed), 1811-BA-XX-09-DR-A-P-0109 Rev A (Planning, Ninth floor plan, Proposed), 1811-BA-XX-10-DR-A-P-0110 Rev A (Planning, Roof plan, Proposed); (e) 1811-BA-XX-AA-DR-A-P-0210 Rev B (Planning, Section, Proposed),1811-BA-XXNN- DR-A-P-0310 Rev A (Planning, North elevation, Proposed), 1811-BA-XX-EE-DR-AP-0320 Rev B (Planning, East elevations, Proposed), 1811-BA-XX-SS-DR-A-P-0330 Rev B (Planning, South elevation, Proposed), 1811-BA-XX-WW-DR-A-P-0340 Rev B (Planning, West elevation, Proposed); (f) 1811-BA-XX-ZZ-DR-A-P-0410 Rev A (Planning, Bay Study, Typical, Type 1a, Proposed), 1811-BA-XX-ZZ-DR-A-P-0411 Rev A (Planning, Bay Study, Foyer, Type 2b, Proposed), 1811-BA-XX-ZZ-DR-A-P-0420 Rev A (Planning, Bay Study, Cut-back, Type 2a, Proposed), 1811-BA-XX-ZZ-DR-A-P-0430 Rev A (Planning, Bay Study, South, Type 1b, Proposed), 1811-BA-XX-ZZ-DR-A-P-0440 Rev A (Planning, Bay Study, Main entrance, Type 2c, Proposed), 0345-SEW-P0-00-DR-L-001710 Rev P01 (Baring Street Office No. 1, Landscape General Arrangement), 1811-BA-XX-00-DR-A-P-0001 Rev A (Ground Floor Plan, Existing Site); (g) 0344-SEW-ZZ-ZZ-DR-A-001001 Rev P2 (Proposed - GA Site Plan (Phase 1)), 0344-SEW-ZZ-00-DR-A-001100 Rev P2 (Proposed - Level 00 (Ground)), 0344-SEWZZ-01-DR-A-001101 Rev P2 (Proposed - Level 01)), 0344-SEW-ZZ-02-DR-A-001102 Rev P2 (Proposed - Level 02), 0344-SEW-ZZ-03-DR-A-001103 Rev P2 (Proposed - Level 03), 0344-SEW-ZZ-04-DR-A-001104 Rev P2 (Proposed - Level 04), 0344-SEWZZ-05-DR-A-001105 Rev P2 (Proposed - Level 05), 0344-SEW-ZZ-06-DR-A-001106 Rev P2 (Proposed - Level 06), 0344-SEW-ZZ-07-DR-A-001107 Rev P2 (Proposed -Level 07), 0344-SEW-ZZ-08-DR-A-001108 Rev P2 (Proposed - Level 08), 0344-SEWZZ-09-DR-A-001109 Rev P2 (Proposed - Level 09), 0344-SEW-ZZ-10-DR-A-001110 Rev P2 (Proposed - Level 10), 0344-SEW-ZZ-11-DR-A-001111 Rev P1 (Proposed -Level 11 (Roof)), (h) 0344-SEW-ZZ-ZZ-DR-A-001201 Rev P2 (Proposed Section 01 - AA), 0344-SEWZZ-ZZ-

(Proposed Façade - Proposed Section DD - Staircase), (i) 0344-SEW-ZZ-ZZ-DR-A-001304 Rev P2 (Proposed - GA Elevation - West (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001305 Rev P2 (Proposed - GA Elevation -South (Rendered), (j) 0344-SEW-ZZ-ZZ-DR-A-001306 Rev P2 (Proposed - GA Elevation - East (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001307 Rev P2 (Proposed - GA Elevation - North (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001310 Rev P2 (Proposed - GA Elevation - West), 0344-SEW-ZZ-ZZ-DR-A-001311 Rev P2 (Proposed - GA Elevation - South), 0344-SEW-ZZ-ZZ-DR-A-001312 Rev P2 (Proposed - GA Elevation - East), 0344-SEWZZ-ZZ-DR-A-001313 Rev P2 (Proposed - GA Elevation - North); (k) 0344-SEW-ZZ-ZZ-DR-A-001320 Rev P2 (Proposed - Bay Studies), (l) 0344-SEW-ZZ-ZZ10-DR-A-006150 Rev P2 (Proposed GIA Schedule), 0344-SEWZZ-ZZ10-DR-A-007150 Rev P2 (Proposed GEA Schedule), 0345-SEW-N0-00-DR-L-001700 Rev P2 (Baring Street MSCP - Landscape General Arrangement), (m) 0343-SEW-ZZ-ZZ-DR-Z-0001022 Rev P00 (Mayfield Phase 1, Application 1: Park Existing Site Plan;), 0345-SEW-ZZ-00-DR-L-007100 Rev P00 (Illustrative Masterplan), 0345-SEW-ZZ-00-DR-L-007101 Rev P00 (Overall GA Context Plan), 0345-SEW-ZZ-00-DR-L-007102 Rev P00 (Site Overall GA Plan); (n) 0345-SEW-ZZ-00-DR-L-007103 Rev P00 (Hard Landscape GA Plan), 0345-SEWZZ-00-DR-L-007104 Rev P00 (Soft Landscape GA Plan), 0345-SEW-ZZ-00-DR-L-007105 Rev P00 (Street Furniture and Boundaries GA Plan), 0345-SEW-ZZ-00-DR-L-007402 Rev P00 (Extent of Phase 1 Park), 0345-SEW-ZZ-00-DR-L-007110 Rev P00 (Gatehouse Entrance & Baring Street No.1), 0345-SEW-ZZ-00-DR-L-007111 Rev P00 (Mayfield' Lawn Space), 0345-SEW-ZZ-00-DR-L-007112 Rev P00 (Play Island), 0345-SEW-ZZ-00-DR-L-007113 Rev P00 (Wildscape Walk), 0345-SEW-ZZ-00-DR-L-007200 Rev P00 (Site Sections - Location Plan), 0345-SEW-ZZ-00-DR-L-007201 Rev P00 (Illustrative Site Sections A&B), 0345-SEW-ZZ-00-DR-L-007202 Rev P00 (Illustrative Site Sections C&D); 0345-SEW-ZZ-00-DR-L-007203 Rev P00 (Illustrative Site Sections E&F); 0345-SEW-ZZ-00-DR-L-007204 Rev P00 (Illustrative Site Sections G, H & I); (o) SURFACE WATER DRAINAGE PLAN 1076-03-CE-YY-XX-DR-D-GA-001 Rev 04; (p) Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019 (q) Mayfield- Baring Street Office 1 issued by JY Waste management and servicing strategy (Waste Only) dated 20-12-19; (r) Sections 4.71 to 4.74 Servicing and Waste Management (Park) contained within Deloitte Real Estates Mayfield Manchester: Phase 1 Planning Statement September 2019 (s) Mayfield Site wide and Phase 1 Flood Risk Assessment 0042912 13 September 2019 Revision 00 by Buro Happold (t) Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West (u) u and i Lettings Strategy 14-01-20; (v) Mayfield Community Engagement Vision September 2019; (w) Buro Happold Mayfield Energy Strategy 26 September 2019; (x) Noise Targets (Offices) within Appendix 6.3 (WSP) Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate; (y) Mitigation Measures in relation to Air Quality as set out in Sections 8.112 to 8.116 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate; (z) Mitigation Measures in relation to Wind as set out in Sections 12.115 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate; (aa) Recommendations including mitigation measures within Section 5, as set out within the Buro Happold Flood Risk Assessment dated (bb) Additional Mitigation Measures detailed within table 17.1 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate (cc) Buro Happold Mayfield Cycling Strategy 27 September 2019 (dd) Planting details as shown in Section 6.11 of the Park Design and Access Statement by Studio Egret West; (ee) Sections, 6.1 to 6.14, 7 and 8.1 of the of the Park Design and Access

DR-A-001202 Rev P2 (Proposed Section 02 - BB), 0344-SEW-ZZ-ZZ-DR-A-001204 Rev P2 (Proposed Façade - Proposed Section DD - Staircase), (i) 0344-SEW-ZZ-ZZ-DR-A-001304 Rev P2 (Proposed - GA Elevation - West (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001305 Rev P2 (Proposed - GA Elevation -South (Rendered), (j) 0344-SEW-ZZ-ZZ-DR-A-001306 Rev P2 (Proposed - GA Elevation - East (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001307 Rev P2 (Proposed - GA Elevation - North (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001310 Rev P2 (Proposed - GA Elevation -West), 0344-SEW-ZZ-ZZ-DR-A-001311 Rev P2 (Proposed - GA Elevation - South), 0344-SEW-ZZ-ZZ-DR-A-001312 Rev P2 (Proposed - GA Elevation - East), 0344-SEWZZ-ZZ-DR-A-001313 Rev P2 (Proposed - GA Elevation - North); (k) 0344-SEW-ZZ-ZZ-DR-A-001320 Rev P2 (Proposed - Bay Studies), (l) 0344-SEW-ZZ-ZZ10-DR-A-006150 Rev P2 (Proposed GIA Schedule), 0344-SEWZZ-ZZ10-DR-A-007150 Rev P2 (Proposed GEA Schedule), 0345-SEW-N0-00-DR-L-001700 Rev P2 (Baring Street MSCP - Landscape General Arrangement), (m) **MAY101-WSL-EXT-GIL-DR-7060-0105; MAY101-WSL-EXT-GIL-DR-7060-0102; MAY101-WSL-EXT-GIL-DR-7060-0106; MAY101-WSL-EXT-GIL-DR-7060-0127; MAY101-WSL-EXT-GIL-DR-7060-0123; MAY101-WSL-EXT-GIL-DR-7060-0124; MAY101-WSL-EXT-GIL-DR-7060-0119; MAY101-WSL-EXT-GIL-DR-7060-0125; MAY101-WSL-EXT-GIL-DR-7060-0105; MAY101-WSL-EXT-GIL-DR-7060-0126; MAY101-WSL-EXT-GIL-DR-7060-0107; MAY101-WSL-EXT-GIL-DR-7060-0113; MAY101-WSL-EXT-GIL-DR-7060-0409; MAY101-WSL-EXT-GIL-DR-7060-0118; MAY101-WSL-EXT-GIL-DR-7060-0117; MAY101-WSL-EXT-GIL-DR-7060-0116; MAY101-WSL-EXT-GIL-DR-7060-0115; MAY101-WSL-EXT-GIL-DR-7060-0119; MAY101-WSL-EXT-GIL-DR-7020-0333; MAY101-WSL-EXT-GIL-DR-7020-0400; MAY101-WSL-EXT-GIL-DR-7020-0401; MAY101-WSL-EXT-GIL-DR-7020-0402; MAY101-WSL-EXT-GIL-DR-7020-0403; MAY101-WSL-EXT-CIV-DR-7020-3001 A.3; MAY101-WSL-EXT-CIV-DR-7020-5001 A.6; MAY101-WSL-EXT-GIL-DR-7020-0340; MAY101-WSL-EXT-GIL-DR-7020-0341; MAY101-WSL-EXT-GIL-DR-7020-0342; MAY101-WSL-EXT-GIL-DR-7020-0343; MAY101-WSL-EXT-GIL-DR-7020-0416; MAY101-WSL-EXT-GIL-DR-7020-0417; MAY101-WSL-EXT-GIL-DR-7020-0418; MAY101-WSL-EXT-GIL-DR-7020-0419; MAY101-WSL-EXT-GIL-DR-7020-0420; MAY101-WSL-EXT-GIL-DR-7020-0421; MAY101-WSL-EXT-GIL-DR-7020-0422; MAY101-WSL-EXT-GIL-DR-7020-0423; MAY101-WSL-EXT-GIL-DR-7020-0424; MAY101-WSL-EXT-GIL-DR-7020-0425; MAY101-WSL-EXT-GIL-DR-7020-0426; MAY101-WSS-EXT-CIV-DR-7060-6001 A.1; MAY101-WSS-EXT-CIV-DR-7060-6002 A.1; 1076-15-CIV-XX-XX-DR-S-002 C04; 1076-15-CIV-XX-XX-DR-S-202 C04; 1076-15-CIV-XX-XX-DR-S-203 C04; MAY101-WSS-EXT-CIV-DR-7060-8700 A.1; MAY101-WSS-EXT-CIV-DR-7060-8701 A; MAY101-WSS-EXT-CIV-DR-7030-8720 A.2; MAY101-WSS-EXT-CIV-DR-7000-8730 A.2; MAY101-WSS-EXT-CIV-DR-7060-8701 S04.1; MAY101-WSS-EXT-CIV-DR-7060-8702 S04.1; MAY101-WSS-EXT-CIV-DR-7060-8703 S04.2; MAY101-WSS-EXT-CIV-DR-7030-8721 S04.1; MAY101-WSS-EXT-CIV-DR-7030-8722 S04.1; MAY101-WSS-EXT-CIV-DR-7000-8730 S04.1; MAY101-WSS-EXT-CIV-DR-7000-7530 A; MAY101-WSS-EXT-CIV-DR-7060-5101 A.1; MAY101-WSS-EXT-CIV-DR-7030-5120 A.1; MAY101-WSS-EXT-CIV-DR-7000-5230 A; MAY101-WSS-EXT-CIV-DR-7060-5201 A; MAY101-WSS-EXT-CIV-DR-7030-5220 A; MAY101-WSL-EXT-GIL-DR-7020-0209; MAY101-WSL-EXT-GIL-DR-7020-0211; MAY101-WSL-EXT-GIL-DC-7000-0500; MAY101-WSL-EXT-GIL-DR-7060-0409; MAY101-WSL-EXT-GIL-DR-7020-0416-0426** (o) SURFACE WATER DRAINAGE PLAN 1076-03-CE-YY-XX-DR-D-GA-001 Rev 04; (p) Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019 (q) Mayfield- Baring Street Office 1 issued by JY Waste management and servicing strategy (Waste Only) dated 20-12-19; (r) Sections 4.71

	Statement by Studio Egret West and Responses to Access Officer Document received on 20-12-19; and (ff) Recommendations within the Crime Impact Assessment Version A dated 16-04-19 (MSCP), 04-09-19 (Offices) and 16-04-19 (Park).	to 4.74 Servicing and Waste Management (Park) contained within Deloitte Real Estates Mayfield Manchester: Phase 1 Planning Statement September 2019 (s) Mayfield Site wide and Phase 1 Flood Risk Assessment 0042912 13 September 2019 Revision 00 by Buro Happold (t) Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West (u) u and i Lettings Strategy 14-01-20; (v) Mayfield Community Engagement Vision September 2019; (w) Buro Happold Mayfield Energy Strategy 26 September 2019; (x) Noise Targets (Offices) within Appendix 6.3 (WSP) Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate; (y) Mitigation Measures in relation to Air Quality as set out in Sections 8.112 to 8.116 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate; (z) Mitigation Measures in relation to Wind as set out in Sections 12.115 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate; (aa) Recommendations including mitigation measures within Section 5, as set out within the Buro Happold Flood Risk Assessment dated (bb) Additional Mitigation Measures detailed within table 17.1 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate (cc) Buro Happold Mayfield Cycling Strategy 27 September 2019 (dd) Planting details as shown in Section 6.11 of the Park Design and Access Statement by Studio Egret West; (ee) Sections, 6.1 to 6.14, 7 and 8.1 of the of the Park Design and Access Statement by Studio Egret West and Responses to Access Officer Document received on 20-12-19; and (ff) Recommendations within the Crime Impact Assessment Version A dated 16-04-19 (MSCP), 04-09-19 (Offices) and 16-04-19 (Park) **as updated by (a) GeoEnvironmental and Geotechnical Desk Study Report, BuroHappold, Reference 035548 dated 10 August 2017, (previously submitted as Appendix 10.2 ES Vol2); (b)Phase 2 Site Investigation - Proposed Mayfield Park, Manchester - Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd - Revision R3. December 2020 (Revised 11/03/2021); (c) Phase 2 Site Investigation - Freight Island Event Space. Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd. Revision 0. 23/02/2021; (d) Phase 2 Site Investigation - Plots O& N, Mayfield. Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd - Revision R3. 18/11/2020; and (e) Water Monitoring Report -Mayfield Depot - Analytical report Number: 21-62916. Issue No: 1. Prepared by i2 Analytical Ltd. 23/03/2021. Phase 3A Remediation Strategy - Mayfield Park, Mayfield, Manchester. Revision R2. Prepared by Roc Consulting Ltd on the behalf of Mayfield Partnership Ltd. December 2020 (Revised 16/03/2021), Explosive Ordnance Threat Assessment and an Explosive Ordnance Threat Mitigation Strategy, prepared by Planit Technical Note - Hydraulic Modelling - Mayfield Park Phase 1 Full Build Out. Project: Mayfield Appointment 2020. Project No. 0046688. Revision 02. Prepared by Buro-Happold. Dated 20th April 2021; Technical Note - Hydraulic Modelling - Mayfield Park Enabling Works. Project: Mayfield Appointments 2020. Project No: 0046688. Revision 01. Prepared by Buro appold. Dated 5th February 2021; and Technical Note - Information to Support Discharge of Condition 10 and 22. Project: Mayfield Appointments. Project No: 0046688. Revision 04. Prepared by Buro Happold dated 20th April 2021; Mayfield, Manchester, Japanese Knotweed Strategy, Revision 2, Dated 2 February 2021 Stage 4 Drainage Strategy, Mayfield Park, 0042912, 1 March 2021 Rev P07 by Buro Happold and Deloittes e-mail dated 04-03-21; Construction Management Plan - Mayfield Enabling Works (Phase A) prepared by P.P. O'Connor; Technical Note - Hydraulic Modelling - Mayfield Park Phase 1 Full Build Out dated 20th April 2021 prepared by BuroHappold; Hydraulic Modelling Mayfield Park Enabling Works prepared by Buro Happold dated 5th February 2021; and Technical**

	Note - Information to Support Discharge of Condition 10 and 22 Revision 04, prepared by Buro Happold dated 20th April 2021; Licencing Cover Letter, granting a mitigation license from Natural England until 16 January 2022; Licence: Mitigation, permitting the licensable activities associated with development works consented under reference number 124972/FO/2019; and, Annex: Special Conditions to Individual Bat Mitigation Licence, Mayfield Geomorphological Assessment (December 2020) prepared by Buro Happold; Existing Site Conditions (drawing ref. 0046688-BHE-XX-XX-DR-W-0001 Rev B); Proposed General Arrangement (drawing ref. 0046688-BHE-XX-XX-DR-W-0002 Rev B); Proposed Edge Treatment (drawing ref. 0046688-BHE-XX-XX-DR-W-0007 Rev C);Proposed Sections (drawing refs. 0046688-BHE-XX-XX-DR-W-0003 Rev B; 0046688- BHE-XX-XX-DR-W-0004 Rev B; 0046688-BHE-XX-XX-DR-W-0005 Rev B; 0046688- BHE-XX-XX-DR-W-0007 Rev B and, 0046688-BHE-XX-XX-DR-W-0008 Rev B); and Design Note prepared by Buro Happold Hydraulic Modelling - Mayfield Park Phase 1 Full Build Out -Approved by the EA on 4th March 2021 all as updated and supplemented by the Buro Happold Technical Note 20 April 2021 Rev 03 -Information to Support Discharge of Condition 66 and Hydraulic Modelling - Mayfield Park Full Build Out (Technical Note) Rev 02; BH Document Condition 86 – Hoyle Street Culvert, Planning Statement Addendum prepared by Deloitte Real Estate and EIA Addendum Volume 1 and Volume 2 prepared by Deloitte Real Estate

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
3	Before development commences a programme for the delivery of Phase A to I as detailed within dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001000 Rev P00 (Mayfield Phase 1, Application 1: Earthworks and Riverworks A) and 0343-SEW-ZZ-ZZ-DR-Z-001001 Rev P01 (Mayfield Phase 1, Application 1: Phase B, C, D, E, F, G, H, I,) shall be submitted to and approved in writing by the City Council as Local Planning Authority.	**The** programme for the delivery of Phase A to I, as detailed within dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001000 Rev P00 (Mayfield Phase 1, Application 1: Earthworks and Riverworks A) and MAY101-WSL-EST-GIL-DR-7060-0129-S4-01 shall be **undertaken in accordance with the Mayfield Phasing and Delivery Schedule dated October 2021, prepared by u+i.**
4	Prior to the first occupation of the development hereby approved, a scheme and programme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the following: (a)Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management. (b) Details of any doors opening onto the highway or areas of public realm; (c) Details of the relocation of 15 pay and display bays on Travis Street and the associated pay machines; (d)A 20 mph speed limit should be introduced on the Mancunian Way Slip Road and Berry Street to ensure that the entirety of the phase 1 road network has consistent speed limits; (e) Details of the elements of the highway that will be privatised to allow for private maintenance of high specification materials; (f) Vehicle access control management; and (g) Appropriate blister and corduroy tactile paving is provided at all relevant crossing/transition points. The scheme and programme shall then be implemented in accordance with the above approval. The approved scheme shall be implemented and be in place prior to the first occupation or use of the development hereby approved.	Prior to the first occupation **of each relevant phase of** the development hereby approved, details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority, **in accordance with the strategy set out in 211022 Mayfield Development Highways Note prepared by BuroHappold.** For the avoidance of doubt further information submitted in relation to each phase of work, shall include the following: (a)Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management. (b) Details of any doors opening onto the highway or areas of public realm; (c) Details of the relocation of 15 pay and display bays on Travis Street and the associated pay machines; (d)A 20 mph speed limit should be introduced on the Mancunian Way Slip Road and Berry Street to ensure that the entirety of the phase 1 road network has consistent speed limits; (e) Details of the elements of the highway that will be privatised to allow for private maintenance of high specification materials; (f) Vehicle access control management; and (g) Appropriate blister and corduroy tactile paving is provided at all relevant crossing/transition points. The scheme and programme shall then be implemented in accordance with the approved details. ~~The approved scheme shall be implemented and be in place prior to the first occupation or use of the development hereby approved.~~
5	Prior to commencement of development a programme for the submission of details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within adjacent neighbourhoods and transport infrastructure (which includes consideration of older and disabled people) should be submitted and approved by the local planning authority. The details shall than be submitted in accordance with the agreed programme and implemented in accordance with an agreed timescale to be submitted with those details.	**The** programme for the submission of details of a wayfinding strategy, to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within adjacent neighbourhoods and transport infrastructure (which includes consideration of older and disabled people), **shall be undertaken in accordance with Wayfinding Strategy Programme dated October 2021, prepared by U+I**. The details of the wayfinding strategy shall than be submitted in accordance with the agreed programme and implemented in accordance with the agreed timescale to be submitted and approved by the Local Planning Authority.
6a	No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.	**The development, hereby approved**, shall be carried out fully in accordance with the approved **Explosive Ordnance Threat Assessment and an Explosive Ordnance Threat Mitigation Strategy, prepared by Planit, discharged under CDN/20/0690 on 28 May 2021.**

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
6b	No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.	No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.
6c	If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present, no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.	If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present, no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.
7a	Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).	The development, hereby approved, shall be carried out fully in accordance with the approved (a) GeoEnvironmental and Geotechnical Desk Study Report, BuroHappold, Reference 035548 dated 10 August 2017, (previously submitted as Appendix 10.2 ES Vol2); (b)Phase 2 Site Investigation - Proposed Mayfield Park, Manchester - Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd - Revision R3. December 2020 (Revised 11/03/2021); (c) Phase 2 Site Investigation - Freight Island Event Space. Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd. Revision 0. 23/02/2021; (d) Phase 2 Site Investigation - Plots O& N, Mayfield. Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd - Revision R3. 18/11/2020; and (e) Water Monitoring Report -Mayfield Depot - Analytical report Number: 21-62916. Issue No: 1. Prepared by i2 Analytical Ltd. 23/03/2021. Phase 3A Remediation Strategy - Mayfield Park, Mayfield, Manchester. Revision R2. Prepared by Roc Consulting Ltd on the behalf of Mayfield Partnership Ltd. December 2020 (Revised 16/03/2021), discharged under CDN/20/0690 on 28 May 2021.
7b	In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority	In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
7c	When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority	The development shall be carried out in accordance with the previously agreed Remediation Strategy and in line with the completion / verification report prepared by BuroHappold and dated November 2021 and approved in writing by the City Council as Local Planning Authority.
7d	In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.	In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.
8	No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following: 1. A phased programme and methodology of investigation and recording to include: - an evaluation of below-ground archaeological remains - targeted archaeological excavation (subject of a separate WSI) - an archaeological and interpretive survey of the river walls 2. A programme for post investigation assessment to include: - analysis of the site investigation records and finds - production of a final report on the significance of the archaeological and historical interest represented. 3. A scheme to disseminate the results of the archaeological investigations for the benefit of the local and wider community (which could include interpretive material within the site, a Greater Manchester Past Revealed booklet and academic article) 4. Provision for archive deposition of the report and records of the site investigation. 5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.	The development, hereby approved, shall be carried out fully in accordance with the WSI prepared by Salford Archaeology and two plans showing the proposed locations of the archaeological evaluation trenches (Mayfield Phase A - Part 1 and Mayfield Phase A - Part 2) discharged under CDN/20/0690; and the Mayfield Archaeology Dissemination and Interpretation Scheme dated November 2021.
9	Prior to commencement of the development a scheme for the provision of a coach drop-off and emergency pedestrian egress for the Depot (as approved under application ref no 123728/FO/2019) shall be submitted and approved by the local planning authority.	The provision of a coach drop-off and emergency pedestrian egress for the Depot (as approved under application ref no 123728/FO/2019) shall be provided in accordance with drawing ref: 0345-SEW-ZZ-00-D approved on 16 April 2021 under CDN/20/0689.
10	Prior to the commencement of the development, a detailed phasing programme for the delivery of Phases A through to I shall be submitted to and approved in writing by the local planning authority. The details shall confirm the overall aims of the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) will be met.	The development hereby approved shall be undertaken in accordance with the note detailing phasing of works to the river and modelling exercise to be undertaken as updated by: Technical Note - Hydraulic Modelling - Mayfield Park Phase 1 Full Build Out. Project: Mayfield Appointment 2020. Project No. 0046688. Revision 02. Prepared by Buro-Happold. Dated 20th April 2021; Technical Note - Hydraulic Modelling - Mayfield Park Enabling Works. Project: Mayfield Appointments 2020. Project No: 0046688. Revision 01. Prepared by Buro appold. Dated 5th February 2021; and Technical Note - Information to Support Discharge of Condition 10 and 22. Project: Mayfield Appointments. Project No: 0046688. Revision 04. Prepared by Buro Happold dated 20th April 2021 to ensure that the overall aims of the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) will be met.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
11	The development hereby permitted must not be commenced until such time as details of existing and proposed ground levels of the park area has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.	The development hereby permitted **must be undertaken in accordance with the details of existing and proposed ground levels of the park area as set out in Dwgs 0345-SEW-ZZ-00-DR-L-PL7102 P02, 0345-SEW-ZZ-00-DR-L-PL7110 P02, 0345-SEW-ZZ-00-DR-L-PL7111 P02, 0345-SEW-ZZ-00-DR-L-PL7112 P02 and 0345- SEW-ZZ-00-DR-L-PL7113 P02** approved in writing by the local planning authority **under CDN/20/0689**. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing / phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
12	The development hereby permitted must not be commenced until a detailed method statement for removing or the long-term management / control of Japanese knotweed identified on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures that will be used to prevent the spread of Japanese knotweed during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.	The development shall proceed in accordance with the approved method statement **for the removal of Japanese Knotweed (Mayfield, Manchester, Japanese Knotweed Strategy, Revision 2, Dated 2 February 2021) as approved under CDN/20/0866.**
13a	Prior to each phase of development approved by this planning permission, no development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority: 1.Additional site investigation scheme, based on the information already submitted, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be submitted. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.	**Remediation for each phase of the development shall take place in accordance with (a)Phase 2 Site Investigation - Proposed Mayfield Park, Manchester - Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd - Revision R3. December 2020 (Revised 11/03/2021); (b) Phase 2 Site Investigation - Freight Island Event Space. Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd. Revision 0. 23/02/2021; (c) Phase 2 Site Investigation - Plots O& N, Mayfield. Prepared by RoC Consulting Ltd on the behalf of Mayfield Partnership Ltd - Revision R3. 18/11/2020; and (d) Water Monitoring Report -Mayfield Depot - Analytical report Number: 21-62916. Issue No: 1. Prepared by i2 Analytical Ltd. 23/03/2021. Phase 3A Remediation Strategy - Mayfield Park, Mayfield, Manchester. Revision R2. Prepared by Roc Consulting Ltd on the behalf of Mayfield Partnership Ltd. December 2020 (Revised 16/03/2021).** **Details of a remediation strategy to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority in relation to Phase X (Freight Island).** Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.
13b	Prior to each phase of development being brought into use, a verification report demonstrating the 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.	Prior to each phase of development being brought into use, a verification report demonstrating the 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.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
14	Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.	Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
15	No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.	No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.
16	Notwithstanding the details as set out within condition 2 no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition the following additional information has to be provided:	Notwithstanding the details as set out within condition 2, **the development hereby approved shall be carried out in accordance with Stage 4 Drainage Strategy, Mayfield Park, 0042912, 1 March 2021 Rev P07 by Buro Happold and Deloittes e-mail dated 04-03-21 to ensure that** surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards, **as** approved in writing by the Local Planning Authority **under CDN/20/0691.**
16a	*Maximise use of green SuDS in design including the public realm through interventions such as infiltration, swales, soakaways, rain gardens and permeable surfaces; and ;	
16b	*Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;	
16c	*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation needs to be provided;	
16d	*Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.	
16e	*Construction details of flow control and SuDS attenuation elements.	
17	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:	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:

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
17a	(a) Verification report providing photographic evidence of construction as per design drawings;	(a) Verification report providing photographic evidence of construction as per design drawings;
17b	(b) As built construction drawings if different from design construction drawings;	(b) As built construction drawings if different from design construction drawings;
17c	(c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.	(c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
18	Prior to commencement of development (excluding Phase A) a Local Economic and Social Benefit Strategy for Mayfield (Construction Phase) shall be submitted and agreed in writing by Manchester City Council. This will include a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.	**Excluding Phase A, the development hereby approved shall be carried out in accordance with the** Local Economic and Social Benefit Strategy for Mayfield (Construction Phase) **prepared by Deloitte dated October 2021**. This includes a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.
19	Before any development hereby approved is first occupied confirmation that a flood evacuation plan (including provision for pedestrian and vehicular access in the event of flood) is in place and has been agreed with the relevant authorities and that the development is signed up to EA's Flood warnings direct alert system shall be submitted to and approved in writing by the City Council as Local Planning Authority.	Before any development hereby approved is first occupied confirmation that a flood evacuation plan (including provision for pedestrian and vehicular access in the event of flood) is in place and has been agreed with the relevant authorities and that the development is signed up to EA's Flood warnings direct alert system shall be submitted to and approved in writing by the City Council as Local Planning Authority.
20	No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.	No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.
21	Prior to the commencement of Phase A of the development as detailed in condition 3 above a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with the Environment Agency which for the avoidance of doubt should include; *Display of an emergency contact number; *Details of Wheel Washing; *Dust suppression measures; *Compound locations where relevant; *Location, removal and recycling of waste; *Routing strategy and swept path analysis; *Parking of construction vehicles and staff; *Sheeting over of construction vehicles; *Details of how measures in relation to safe working near to Metrolink will be complied with; *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works; Development shall be carried out in accordance with the approved construction management plan.	**Phase A of the development, as detailed in condition 3 above, shall be carried out in accordance with the approved Construction Management Plan - Mayfield Enabling Works (Phase A) prepared by P.P. O'Connor. Report Version: Revision I dated 29 April 2021, approved under CDN/20/0692.**
22	Prior to the commencement of Phase A of the development as detailed in condition 3 outputs of the hydrological model are required for the proposed phasing of the works. The phasing should include details of any temporary works necessary to maintain the agreed river flow rates and attenuation volumes provided within the proposed area of the Park so as not to change the flood risk upstream or downstream of the Park.	**Each phase of development shall be carried out in accordance with Technical Note - Hydraulic Modelling - Mayfield Park Phase 1 Full Build Out dated 20th April 2021 prepared by BuroHappold; Hydraulic Modelling Mayfield Park Enabling Works prepared by Buro Happold dated 5th February 2021; and Technical Note - Information to Support Discharge of Condition 10 and 22 Revision 04, prepared by Buro Happold dated 20th April 2021, which includes** details of any temporary works necessary to maintain the agreed river flow rates and attenuation volumes provided within the proposed area of the Park so as not to change the flood risk upstream or downstream of the Park.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
23	Phase A: Prior to the removal of the River Medlock culvert (as detailed in condition 3 above)the following shall be submitted and be confirmed as valid by the City Council as Local Planning Authority: a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified development will require a license is likely to cause harm to common pipistrelle bats as identified in the Bat Inspection and Emergence Survey Report - PAA November 2018	**The removal** of the River Medlock culvert (as detailed in condition 3 above) **shall be undertaken in accordance with Licencing Cover Letter, granting a mitigation license from Natural England until 16 January 2022; Licence: Mitigation, permitting the licensable activities associated with development works consented under reference number 124972/FO/2019; and, Annex: Special Conditions to Individual Bat Mitigation Licence, outlining the special conditions which are attached to licence that has been issued for the destruction of the culvert.**
	<u>Highways Conditions</u>	
24	Prior to the commencement of Phase B of the development (as detailed in condition 3 above) a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include; *Display of an emergency contact number; *Details of Wheel Washing; *Dust suppression measures; *Compound locations where relevant; *Location, removal and recycling of waste; *Routing strategy and swept path analysis; *Parking of construction vehicles and staff; *Sheeting over of construction vehicles; *Details of how measures in relation to safe working near to Metrolink will be complied with; *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works; Development shall be carried out in accordance with the approved construction management plan.	Prior to the commencement of Phase B of the development (as detailed in condition 3 above) a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include; *Display of an emergency contact number; *Details of Wheel Washing; *Dust suppression measures; *Compound locations where relevant; *Location, removal and recycling of waste; *Routing strategy and swept path analysis; *Parking of construction vehicles and staff; *Sheeting over of construction vehicles; *Details of how measures in relation to safe working near to Metrolink will be complied with; *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works; Development shall be carried out in accordance with the approved construction management plan.
	<u>Building Conditions</u>	
25	Prior to first occupation a Sustainability Strategy shall be submitted and agreed in writing by Manchester City Council. This will detail how Mayfield will maximise the social, environmental and economic benefits for the City of Manchester, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019 as a reference document. This will include a reporting mechanism back to the City Council. The strategy should also consider how Mayfield can: *Remove health inequalities and enable more healthy lifestyles; * Align with the Play Strategy with Manchester Joint Health & Wellbeing Strategy; and *Local Labour or Recruitment Plan which outlines the immediate and future staffing of the approved end use.	Prior to first occupation a Sustainability Strategy shall be submitted and agreed in writing by Manchester City Council. This will detail how Mayfield will maximise the social, environmental and economic benefits for the City of Manchester, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019 as a reference document. This will include a reporting mechanism back to the City Council. The strategy should also consider how Mayfield can: *Remove health inequalities and enable more healthy lifestyles; * Align with the Play Strategy with Manchester Joint Health & Wellbeing Strategy; and *Local Labour or Recruitment Plan which outlines the immediate and future staffing of the approved end use.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
26	Prior to the commencement of Phase C of the development (as detailed in condition 3 above) a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority (in consultation with the Environment Agency), which for the avoidance of doubt should include; *Display of an emergency contact number; *Details of Wheel Washing; *Dust suppression measures; *Compound locations where relevant; *Location, removal and recycling of waste; *Routing strategy and swept path analysis; *Parking of construction vehicles and staff; *Sheeting over of construction vehicles; *Details of how measures in relation to safe working near to Metrolink will be complied with; *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works; Development shall be carried out in accordance with the approved construction management plan.	Prior to the commencement of Phase C of the development (as detailed in condition 3 above) a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority (in consultation with the Environment Agency), which for the avoidance of doubt should include; *Display of an emergency contact number; *Details of Wheel Washing; *Dust suppression measures; *Compound locations where relevant; *Location, removal and recycling of waste; *Routing strategy and swept path analysis; *Parking of construction vehicles and staff; *Sheeting over of construction vehicles; *Details of how measures in relation to safe working near to Metrolink will be complied with; *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works; Development shall be carried out in accordance with the approved construction management plan.
27a	Notwithstanding the details submitted with the application, prior to the commencement of Phase C (as detailed in condition 3 above) the following shall be submitted for approval in writing by the City Council, as Local Planning Authority: Samples and specifications of all materials to be used and drawings to illustrate details of full sized sample panels that will be produced as appropriate. The panels to be produced shall as appropriate include jointing and fixing details between all component materials and any component panels, programme for the production of the full sized sample panels and a strategy for quality control management; and	Notwithstanding the details submitted with the application, prior to the commencement of Phase C (as detailed in condition 3 above) the following shall be submitted for approval in writing by the City Council, as Local Planning Authority: Samples and specifications of all materials to be used and drawings to illustrate details of full sized sample panels that will be produced as appropriate. The panels to be produced shall as appropriate include jointing and fixing details between all component materials and any component panels , programme for the production of the full sized sample panels and a strategy for quality control management; and
27b	The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.	The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.
28	Prior to the commencement of Phase C (as detailed in condition 3 above) a programme for submission of final details of the public realm works and highway works, as relevant, as shown in dwgs numbered 1076-03-CE-YY-XX-DR-HI-GA-001 Rev P06, 1076-03-CE-YY-XX-DR-HI-DE-010 Rev P02, 1076-03-CE-YY-XX-DR-HI-DE-003 Rev P02, 1076-03-CE-YY-XX-DR-HI-DE-004 Rev P01, 1076-03-CE-YY-XX-DR-HI-SE-001 Rev P02 and 1076-03-CE-YY-XX-DR-HI-SE-002 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:	Prior to the commencement of Phase C (as detailed in condition 3 above) a programme for submission of final details of the public realm works and highway works, as relevant, as shown in dwgs numbered 1076-03-CE-YY-XX-DR-HI-GA-001 Rev P06, 1076-03-CE-YY-XX-DR-HI-DE-010 Rev P02, 1076-03-CE-YY-XX-DR-HI-DE-003 Rev P02, 1076-03-CE-YY-XX-DR-HI-DE-004 Rev P01, 1076-03-CE-YY-XX-DR-HI-SE-001 Rev P02 and 1076-03-CE-YY-XX-DR-HI-SE-002 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:
28a	(a) Details of all hard landscaping works (to include use of natural stone or other high quality materials) which demonstrably fully consider and promote inclusive access (including older and disabled people);	(a) Details of all hard landscaping works (to include use of natural stone or other high quality materials) which demonstrably fully consider and promote inclusive access (including older and disabled people);
28b	(b) Details of all soft landscaping works, including planting within the arches of the building (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit.	(b) Details of all soft landscaping works, including planting within the arches of the building (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
28c	(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;	(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;
28d	(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and bricks, bird boxes;	(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and bricks, bird boxes;
28e	(e) Lighting around the site; and	(e) Lighting around the site; and
28f	(f) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and	(f) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and
28g	The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age- Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.	The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age- Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.
28h	The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.	The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.
29a	Prior to commencement of Phase C (as detailed in condition 3 above) a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to and approved in writing by the City Council as Local Planning Authority, with reference to the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019 Mayfield Sustainability Statement (Phase 1A) (27.09.2019).	Prior to commencement of Phase C (as detailed in condition 3 above) a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to and approved in writing by the City Council as Local Planning Authority, with reference to the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019 Mayfield Sustainability Statement (Phase 1A) (27.09.2019).
29b	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
30	Prior to implementation of any proposed lighting scheme for Phase C (as detailed in condition 3 above) details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:	Prior to implementation of any proposed lighting scheme for Phase C (as detailed in condition 3 above) details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:
31	If any lighting at the development hereby approved for Phase C (as detailed in condition 3 above) when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.	If any lighting at the development hereby approved for Phase C (as detailed in condition 3 above) when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.
32	Before phase C (as detailed in condition 3 above) commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.	Before phase C (as detailed in condition 3 above) commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.
33	Phase C (as detailed in condition 3 above) shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.	Phase C (as detailed in condition 3 above) shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.
34	Before the Car Park (Phase C) is first brought into use details of a Management and Servicing Strategy for the building including details of on site management and security; building servicing how payment would be managed; and how assistance would be available to customers shall be submitted to and approved in writing by the City Council as Local Planning Authority.	Before the Car Park (Phase C) is first brought into use details of a Management and Servicing Strategy for the building including details of on site management and security; building servicing how payment would be managed; and how assistance would be available to customers shall be submitted to and approved in writing by the City Council as Local Planning Authority.
35	Phase C shall be carried out in accordance with the Crime Impact Assessment Version A dated 16-04-19 (MSCP).The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.	Phase C shall be carried out in accordance with the Crime Impact Assessment Version A dated 16-04-19 (MSCP).The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.
36	No development of shall commence unless and until final details of the number of disabled parking spaces has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.	No development of shall commence unless and until final details of the number of disabled parking spaces has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
37	Prior to the commencement of Phase D of the development (as detailed in condition 3 above) a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include; *Display of an emergency contact number; *Details of Wheel Washing; *Dust suppression measures; *Compound locations where relevant; *Location, removal and recycling of waste; *Routing strategy and swept path analysis; *Parking of construction vehicles and staff; *Sheeting over of construction vehicles; *Details of how measures in relation to safe working near to Metrolink will be complied with; *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works; Development shall be carried out in accordance with the approved construction management plan.	Prior to the commencement of Phase D of the development (as detailed in condition 3 above) a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include; *Display of an emergency contact number; *Details of Wheel Washing; *Dust suppression measures; *Compound locations where relevant; *Location, removal and recycling of waste; *Routing strategy and swept path analysis; *Parking of construction vehicles and staff; *Sheeting over of construction vehicles; *Details of how measures in relation to safe working near to Metrolink will be complied with; *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works; Development shall be carried out in accordance with the approved construction management plan.
38a	Notwithstanding the details submitted with the application, prior to the commencement of Phase D of the development (as detailed in condition 3 above) the following shall be submitted for approval in writing by the City Council, as Local Planning Authority: (a) Samples and specifications of all materials to be used, a programme for the submission of these samples and a strategy for quality control management; and	Notwithstanding the details submitted with the application, prior to the commencement of Phase D of the development (as detailed in condition 3 above) the following shall be submitted for approval in writing by the City Council, as Local Planning Authority: (a) Samples and specifications of all materials to be used, a programme for the submission of these samples and a strategy for quality control management; and
38b	The samples and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.	The samples and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.
39a	Notwithstanding the details submitted with the application, prior to the commencement of Phase E (as detailed in condition 3 above) the following shall be submitted for approval in writing by the City Council, as Local Planning Authority: Samples and specifications of all materials to be used on all external elevations and drawings to illustrate details of full sized sample panels that will be produced. The panel to be produced shall include jointing and fixing details between all component materials and any component panels , details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and	Notwithstanding the details submitted with the application, prior to the commencement of Phase E (as detailed in condition 3 above) the following shall be submitted for approval in writing by the City Council, as Local Planning Authority: Samples and specifications of all materials to be used on all external elevations and drawings to illustrate details of full sized sample panels that will be produced. The panel to be produced shall include jointing and fixing details between all component materials and any component panels , details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and
39b	The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.	The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
40	Prior to the commencement of Phase E of the development (as detailed in condition 3 above) a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include;*Display of an emergency contact number;*Details of Wheel Washing;*Dust suppression measures;*Compound locations where relevant;*Location, removal and recycling of waste;*Routing strategy and swept path analysis;*Parking of construction vehicles and staff;*Sheeting over of construction vehicles;*Details of how measures in relation to safe working near to Metrolink will be complied with;*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;Development shall be carried out in accordance with the approved construction management plan.	Prior to the commencement of Phase E of the development (as detailed in condition 3 above) a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include;*Display of an emergency contact number;*Details of Wheel Washing;*Dust suppression measures;*Compound locations where relevant;*Location, removal and recycling of waste;*Routing strategy and swept path analysis;*Parking of construction vehicles and staff;*Sheeting over of construction vehicles;*Details of how measures in relation to safe working near to Metrolink will be complied with;*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;Development shall be carried out in accordance with the approved construction management plan.
41a	Prior to commencement of Phase E (as detailed in condition 3 above) a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to and approved in writing by the City Council as Local Planning Authority, with reference to the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019 Mayfield Sustainability Statement (Phase 1A) (27.09.2019).	Prior to commencement of Phase E (as detailed in condition 3 above) a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to and approved in writing by the City Council as Local Planning Authority, with reference to the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019 Mayfield Sustainability Statement (Phase 1A) (27.09.2019).
41b	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.
42	Phase E (as detailed in condition 3 above) shall be carried out in accordance with the Mayfield Energy Strategy Dated 26 September 2019 and Baring Street Office 1 Mayfield, Manchester, SUSTAINABILITY ENERGY STRATEGY REVISION D - 20.09.2019 by Hoare Lee. A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.	Phase E (as detailed in condition 3 above) shall be carried out in accordance with the Mayfield Energy Strategy Dated 26 September 2019 and Baring Street Office 1 Mayfield, Manchester, SUSTAINABILITY ENERGY STRATEGY REVISION D - 20.09.2019 by Hoare Lee. A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
43a	Prior to occupation of Phase E (as detailed in condition 3 above) scheme for the acoustic insulation of any externally mounted ancillary equipment associated with (a) the offices; to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. The approved scheme shall remain operational thereafter.	Prior to occupation of Phase E (as detailed in condition 3 above) scheme for the acoustic insulation of any externally mounted ancillary equipment associated with (a) the offices; to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. The approved scheme shall remain operational thereafter.
43b	Prior to occupation of Phase E (as detailed in condition 3 above) scheme for the acoustic insulation of any externally mounted ancillary equipment associated with (b) each commercial unit; to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. The approved scheme shall remain operational thereafter.	Prior to occupation of Phase E (as detailed in condition 3 above) scheme for the acoustic insulation of any externally mounted ancillary equipment associated with (b) each commercial unit; to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. The approved scheme shall remain operational thereafter.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
44	Before Phase E (as detailed in condition 3 above) commences a scheme for acoustically insulating any B1 (Office); A3 (Café and Restaurant); A4 (Drinking Establishment); against noise from adjacent roads and any noise transfer from the A3 / A4 uses to the offices above, shall be submitted to and approved in writing by the City Council as local planning authority. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.	Before Phase E (as detailed in condition 3 above) commences a scheme for acoustically insulating any B1 (Office); A3 (Café and Restaurant); A4 (Drinking Establishment); against noise from adjacent roads and any noise transfer from the A3 / A4 uses to the offices above, shall be submitted to and approved in writing by the City Council as local planning authority. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.
45	The ground floor commercial units within Phase E (as detailed in condition 3 above) shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.	The ground floor commercial units within Phase E (as detailed in condition 3 above) shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.
46	Before each ground floor use within Phase E (as detailed in condition 3 above) hereby approved commences, details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.	Before each ground floor use within Phase E (as detailed in condition 3 above) hereby approved commences, details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.
47	Phase E - Before each ground floor Class A3 or A4 use commences final details of the method of extraction of any fumes, vapours and odours from any kitchen within the communal facilities shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation. Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.	Phase E - Before each ground floor Class A3 or A4 use commences final details of the method of extraction of any fumes, vapours and odours from any kitchen within the communal facilities shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation. Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
48	Prior to implementation of any proposed lighting scheme for Phase E (as detailed in condition 3 above) details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:	Prior to implementation of any proposed lighting scheme for Phase E (as detailed in condition 3 above) details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:
49	If any lighting within Phase E (as detailed in condition 3 above) when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.	If any lighting within Phase E (as detailed in condition 3 above) when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.
50	Before Phase E (as detailed in condition 3 above) commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.	Before Phase E (as detailed in condition 3 above) commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.
51	Any Deliveries, servicing and collections associated with the management of the building and ancillary uses associated with Phase E (as detailed in condition 3 above) including waste collections shall not take place outside the following hours: 07:30 to 20:00 Monday to Saturday 10:00 to 18:00 Sundays and Bank Holidays	Any Deliveries, servicing and collections associated with the management of the building and ancillary uses associated with Phase E (as detailed in condition 3 above) including waste collections shall not take place outside the following hours: 07:30 to 20:00 Monday to Saturday 10:00 to 18:00 Sundays and Bank Holidays
52	Prior to occupation of Phase E as detailed on condition 3 a servicing strategy for the building shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents. Servicing shall be carried out in accordance with the approved management plan.	Prior to occupation of Phase E as detailed on condition 3 a servicing strategy for the building shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents. Servicing shall be carried out in accordance with the approved management plan.
53	The development of Phase E (as detailed in condition 3 above) hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.	The development of Phase E (as detailed in condition 3 above) hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.
54	The window(s) at ground level, of Phase E (as detailed in condition 3 above) fronting onto the Park shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.	The window(s) at ground level, of Phase E (as detailed in condition 3 above) fronting onto the Park shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.
55	Phase E (as detailed in condition 3 above) shall be carried out in accordance with the Crime Impact Assessment Version A dated 04-09-19 (Office).The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.	Phase E (as detailed in condition 3 above) shall be carried out in accordance with the Crime Impact Assessment Version A dated 04-09-19 (Office).The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
56	Phase E (as detailed in condition 3 above) shall be carried out in accordance with Appendix 7.2 Framework Travel Plan within the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate. In this condition a travel plan means a document that includes the following: i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development; ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time; iii) mechanisms for the implementation of the measures to reduce dependency on the private car; iv) measures for the delivery of specified travel plan services; v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car; vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington; vii) details of cycle parking within the public realm Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.	Phase E (as detailed in condition 3 above) shall be carried out in accordance with Appendix 7.2 Framework Travel Plan within the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate. In this condition a travel plan means a document that includes the following: i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development; ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time; iii) mechanisms for the implementation of the measures to reduce dependency on the private car; iv) measures for the delivery of specified travel plan services; v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car; vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington; vii) details of cycle parking within the public realm Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.
57	Prior to the commencement of Phase E (as detailed in condition E above) a programmes for submission of final details of the public realm works and highway works as shown in dwgs numbered 0368-SEW-ZZ-00-DR-L-001100 Rev P01 and 0345-SEW-P0-00-DR-L-001710 P01 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:	Prior to the commencement of Phase E (as detailed in condition E above) a programmes for submission of final details of the public realm works and highway works as shown in dwgs numbered 0368-SEW-ZZ-00-DR-L-001100 Rev P01 and 0345-SEW-P0-00-DR-L-001710 P01 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:
57a	(a) Final details of the any required wind mitigation measures as set out in the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;	(a) Final details of the any required wind mitigation measures as set out in the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
57b	(b) Details of all hard landscaping works (to include use of natural stone or other high quality materials);	(b) Details of all hard landscaping works (to include use of natural stone or other high quality materials);
57c	(c) Details of all soft landscaping works, (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit;	(c) Details of all soft landscaping works, (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit;
57d	(d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;	(d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;
57e	(e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and bricks and bird boxes;	(e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and bricks and bird boxes;

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
57f	(f) Location and design of all street furniture including seating, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);	(f) Location and design of all street furniture including seating, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);
57g	(g) Lighting around the site;	(g) Lighting around the site;
57h	(h)Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and	(h)Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and
57i	(i) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all;	(i) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all;
57j	and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.	and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.
58	Prior to occupation of any of the commercial units within Phase E (as detailed in condition 3 above) details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.	Prior to occupation of any of the commercial units within Phase E (as detailed in condition 3 above) details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.
59	The commercial units as shown on drawing 1811-BA-XX-00-DR-A-P-0100 REV C shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.	The commercial units as shown on drawing 1811-BA-XX-00-DR-A-P-0100 REV C shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.
60	No externally mounted telecommunications equipment shall be mounted on any part of the Phase E (as detailed in condition 3 above) building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.	No externally mounted telecommunications equipment shall be mounted on any part of the Phase E (as detailed in condition 3 above) building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.
61	No amplified sound or any music shall be produced or played in any part of the site outside of the Phase E (as detailed in condition 3 above) building 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.	No amplified sound or any music shall be produced or played in any part of the site outside of the Phase E (as detailed in condition 3 above) building 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.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
62	The commercial units, within Phase E (as detailed in condition 3 above) as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV C can be occupied as Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) and B1 (Office). The first use of each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.	The commercial units, within Phase E (as detailed in condition 3 above) as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV C can be occupied as Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) and B1 (Office). The first use of each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.
63	In the event that any of the commercial units, as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV C are occupied as an A3/A4 , prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows: Management of patrons and control of external areas. For the avoidance of doubt this shall include: *An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers) *Details of a Dispersal Procedure * Mechanism for ensuring windows and doors remain closed after 9pm The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained. Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.	In the event that any of the commercial units, as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV C are occupied as an A3/A4 , prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows: Management of patrons and control of external areas. For the avoidance of doubt this shall include: *An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers) *Details of a Dispersal Procedure * Mechanism for ensuring windows and doors remain closed after 9pm The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained. Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.
64	Before the Phase E (as detailed in condition 3 above) building is first brought into use details of a Management Strategy for the building including details of on site management and security shall be submitted to and approved in writing by the City Council as Local Planning Authority.	Before the Phase E (as detailed in condition 3 above) building is first brought into use details of a Management Strategy for the building including details of on site management and security shall be submitted to and approved in writing by the City Council as Local Planning Authority.
<u>PARK</u>		
65a	Notwithstanding the details submitted with the application, prior to the commencement of Phases F G, H and I of the development (as detailed in condition 3 above) the following shall be submitted for approval in writing by the City Council, as Local Planning Authority: (a) Samples and specifications of all materials to be used, a programme for the submission of these samples and a strategy for quality control management; and	Samples for hard landscaping materials to be used on phase F, G, H and I **shall be presented to the City Council as Local Planning Authority in accordance with the materials as identified on MAY101-WSL-EXT-GIL-DR-7060-0102 and as set out within PPO Connor's Sample Tracking Folder dated October 2021.**
65b	(b) The samples and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.	(b) The samples and quality control management strategy and confirmation of approval of samples shall then be submitted and approved in writing by the City Council as local planning authority prior to operation of Phases F, G, H and I..
PHASE F: Park I		
66	Prior to Phases F (as detailed in condition 3 above) commencing details of the proposed open River Medlock channel re-sectioning shall be submitted to, and approved in writing by, the local planning authority. The scheme submitted shall include:	

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
66a	o A hydromorphological survey of the channel, both at the reach to be restored and upstream catchment, to inform the development of any detailed plans.	Works to the river, in association with the delivery of Phase F (as detailed in Condition 3 above) shall be undertaken in accordance with the following documents **Mayfield Geomorphological Assessment (December 2020) prepared by Buro Happold; Existing Site Conditions (drawing ref. 0046688-BHE-XX-XX-DR-W-0001 Rev B); Proposed General Arrangement (drawing ref. 0046688-BHE-XX-XX-DR-W-0002 Rev B); Proposed Edge Treatment (drawing ref. 0046688-BHE-XX-XX-DR-W-0007 Rev C);Proposed Sections (drawing refs. 0046688-BHE-XX-XX-DR-W-0003 Rev B; 0046688-BHE-XX-XX-DR-W-0004 Rev B; 0046688-BHE-XX-XX-DR-W-0005 Rev B; 0046688- BHE-XX-XX-DR-W-0007 Rev B and, 0046688-BHE-XX-XX-DR-W-0008 Rev B); and Design Note prepared by Buro Happold Hydraulic Modelling - Mayfield Park Phase 1 Full Build Out - Approved by the EA on 4th March 2021 all as updated and supplemented by the Buro Happold Technical Note 20 April 2021 Rev 03 -Information to Support Discharge of Condition 66 and Hydraulic Modelling - Mayfield Park Full Build Out (Technical Note) Rev 02 Application Ref. 124972/FO/2019 approved under CDN/20/0866 and detailed in condition 2.**
66b	o Long and cross sections showing compliance with the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) and be supported by river modelling as necessary.	
66c	o Detailed proposals for any new channel toe protection and its installation.	
66d	o The timing in which watercourse works will be undertaken	
66e	o How access to the banks and channel will be achieved	
66f	o Site supervision requirements	
66g	o A pre and post construction monitoring plan for the River Medlock channel.	
66h	o Upon approval, the submitted scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.	
67	Prior to commencement of Phase F (as detailed in condition 3 above) a landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to, and approved in writing by, the local planning authority. The landscape and ecological management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.The scheme shall include the following elements:- details of maintenance regimes details of new grassland and woodland habitats created in riparian park, including planting schedules.- details of treatment of restored River Medlock channel and corridor.- details of management responsibilities	**Landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be undertaken in accordance with Planning Condition Discharge document dated October 2021 prepared by Gillespies**, approved in writing by the local planning authority. The landscape and ecological management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.
68a	Before the areas of public realm hereby approved within Phase F (as detailed in condition 3 above) are first brought into use a detailed Event Management Strategy which includes detail of the following: (a) Details of the types of events that would be held within the Park;	Before the areas of public realm hereby approved within Phase F (as detailed in condition 3 above) are first brought into use a detailed Event Management Strategy which includes detail of the following: (a) Details of the types of events that would be held within the Park;
68b	(b) Details of temporary traffic measures that would be required to be put in place;	(b) Details of temporary traffic measures that would be required to be put in place;
68c	(c) Details of how events would be co-ordinated with those being held at other nearby venues including the Depot;	(c) Details of how events would be co-ordinated with those being held at other nearby venues including the Depot;
68d	(d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;	(d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
68e	(e) Locations for vehicles including cranes to unload;	(e) Locations for vehicles including cranes to unload;
68f	(f) Details of alternative provision of parking spaces to ensure that access for disabled people to the space is not adversely affected. shall be submitted and agreed in writing by the City Council as Local Planning Authority.	(f) Details of alternative provision of parking spaces to ensure that access for disabled people to the space is not adversely affected. shall be submitted and agreed in writing by the City Council as Local Planning Authority.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
69	Before the areas of public realm hereby approved within Phase F (as detailed in condition 3) are first brought into use a detailed Community Engagement Strategy which includes detail of the following: (a) Details of how community engagement into the programme of events would be secured; (b) Details of how community engagement in the management of the Park would be encouraged (c) Details of how there would engagement with Local Educational Establishments in relation to securing educational and research opportunities within the Park shall be submitted and agreed in writing by the City Council as Local Planning Authority.	Before the areas of public realm hereby approved within Phase F (as detailed in condition 3) are first brought into use a detailed Community Engagement Strategy which includes detail of the following: (a) Details of how community engagement into the programme of events would be secured; (b) Details of how community engagement in the management of the Park would be encouraged (c) Details of how there would engagement with Local Educational Establishments in relation to securing educational and research opportunities within the Park shall be submitted and agreed in writing by the City Council as Local Planning Authority.
70	Before the areas of public realm hereby approved within Phase F (as detailed in condition 3 above) are first brought into use a detailed Park Management Strategy and its Alignment with Manchester Parks Strategy and which includes detail of how the following objectives would be achieved for the Park: A Welcoming Place, A Healthy, Safe and Secure Place, Well Maintained and Clean, A Sustainable and Sustainable Managed Park, along with the approach to Conservation and Heritage to include the following:	Before the areas of public realm hereby approved within Phase F (as detailed in condition 3 above) are first brought into use a detailed Park Management Strategy and its Alignment with Manchester Parks Strategy and which includes detail of how the following objectives would be achieved for the Park: A Welcoming Place, A Healthy, Safe and Secure Place, Well Maintained and Clean, A Sustainable and Sustainable Managed Park, along with the approach to Conservation and Heritage to include the following:
70a	o Alignment with Manchester Water Safety Report	o Alignment with Manchester Water Safety Report
70b	o How it would be managed to promote Inclusivity;	o How it would be managed to promote Inclusivity;
70c	o How the Environment Agency would be involved in relation to landscape management and access for inspection and maintenance of park and riverside areas; *covered by EA conditions, repetition*	o How the Environment Agency would be involved in relation to landscape management and access for inspection and maintenance of park and riverside areas; *covered by EA conditions, repetition*
70d	o Location and operation of bollards;	o Location and operation of bollards;
70e	o Management of access to the public during 24 hour period;	o Management of access to the public during 24 hour period;
70f	o Details of location of publicly accessible toilets;	o Details of location of publicly accessible toilets;
70g	o Management of Dogs;	o Management of Dogs;
70h	o Alignment with the City Council's Age Friendly Policies;	o Alignment with the City Council's Age Friendly Policies;
70i	o Alignment with DFA2;	o Alignment with DFA2;
70j	o Management of Anti-social behaviour Shall be submitted to an approved in writing by the City Council as Local Planning Authority.	o Management of Anti-social behaviour Shall be submitted to an approved in writing by the City Council as Local Planning Authority.
71a	Prior to commencement of Phase F as detailed on condition 3 a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.	The strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019, **shall be undertaken in accordance with MAY101-WSL-EXT-GIL-DC-7000-0500 Planning Condition Discharge document dated October 2021.**
71b	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
72	Prior to commencement of Phase F (as detailed in condition 3 above) a bird nesting strategy for the entire site shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall include: (a) Target species to include but not restricted to kingfisher, dipper, grey wagtail, sand martin, black redstart and birds typical of urban environments; (b) A range of nest box designs and locations; and (c) A five year monitoring plan to be supplied to the LPA. The agreed Strategy and Monitoring Plan shall be adhered to and implemented in full.	A bird nesting strategy for the entire site shall be undertaken in accordance with Appendix 9.2A (Bird Nesting Strategy) of the ES Addendum dated October 2021, submitted to and approved in writing by the City Council as Local Planning Authority. The agreed Strategy and Monitoring Plan shall be adhered to and implemented in full.
73	Prior to any Phase F (as detailed in condition 3 above) commencing a lighting design strategy for external lighting shall be submitted to and approved in writing by the LPA. The strategy shall: (a) show how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on the River Medlock for bats is negligible; and (b) Specify frequency and duration of use. All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy	All external lighting shall be installed and operated as part of Phase F in accordance with agreed specifications and locations set out in MAY101-WSL-EXT-FRA-DC-7000-0001, MAY101-WSL-EXT-FRA-DC-7000-0003, MAY101-WSL-EXT-FRA-DC-7060-0001 and MAY101-WSL-EXT-FRA-DC-7060-0002 detailing how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on the River Medlock for bats is negligible; and specify frequency and duration of use. All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the approved strategy and plans.
74	Prior to the commencement of Phase F as detailed on condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, 0345-SEW-ZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 Rev P00, 0345-SEW-ZZ-00-DR-L-007402, 0345-SEW-ZZ-00-DR-L-007111 and 0345-SEW-ZZ-00-DR-L-007110 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.	Phase F shall be carried out in accordance with the details of the public realm works and highway works as shown in dwgs numbered MAY101-WSL-EXT-GIL-DR-7060-0105; MAY101-WSL-EXT-GIL-DR-7060-0102; MAY101-WSL-EXT-GIL-DR-7060-0106; MAY101-WSL-EXT-GIL-DR-7060-0127 MAY101-WSL-EXT-GIL-DR-7060-0123; MAY101-WSL-EXT-GIL-DR-7060-0124; MAY101-WSL-EXT-GIL-DR-7060-0119; MAY101-WSL-EXT-GIL-DR-7060-0125; MAY101-WSL-EXT-GIL-DR-7060-0105; MAY101-WSL-EXT-GIL-DR-7060-0126; MAY101-WSL-EXT-GIL-DR-7060-0107; MAY101-WSL-EXT-GIL-DR-7060-0113; MAY101-WSL-EXT-GIL-DR-7060-0409; MAY101-WSL-EXT-GIL-DR-7060-0118; MAY101-WSL-EXT-GIL-DR-7060-0117; MAY101-WSL-EXT-GIL-DR-7060-0116; MAY101-WSL-EXT-GIL-DR-7060-0115; MAY101-WSL-EXT-GIL-DR-7060-0119, submitted and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt, includes:
74a	(a) Details of all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);	(a) hard landscaping materials as shown on MAY101-WSL-EXT-GIL-DR-7060-0102 and MAY101-WSL-EXT-GIL-DR-7020-0333
74b	(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit. The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;	(b) soft landscaping works (excluding tree planting) as shown on MAY101-WSL-EXT-GIL-DR-7060-0118; MAY101-WSL-EXT-GIL-DR-7060-0117; MAY101-WSL-EXT-GIL-DR-7060-0116; MAY101-WSL-EXT-GIL-DR-7060-0115; MAY101-WSL-EXT-GIL-DR-7060-0119; MAY101-WSL-EXT-GIL-DR-7020-0416; MAY101-WSL-EXT-GIL-DR-7020-0417; MAY101-WSL-EXT-GIL-DR-7020-0418; MAY101-WSL-EXT-GIL-DR-7020-0419; MAY101-WSL-EXT-GIL-DR-7020-0420; MAY101-WSL-EXT-GIL-DR-7020-0421; MAY101-WSL-EXT-GIL-DR-7020-0422; MAY101-WSL-EXT-GIL-DR-7020-0423; MAY101-WSL-EXT-GIL-DR-7020-0424; MAY101-WSL-EXT-GIL-DR-7020-0425; and MAY101-WSL-EXT-GIL-DR-7020-0426.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
74c	(c)Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;	(c) Proposed planting locations of trees, tree pit details and tree **species to be provided in the public realm as shown on ref Dwg. MAY101-WSL-EXT-GIL-DR-7060-0409; MAY101-WSL-EXT-GIL-DR-7020-0400; MAY101-WSL-EXT-GIL-DR-7020-0401; MAY101-WSL-EXT-GIL-DR-7020-0402; MAY101-WSL-EXT-GIL-DR-7020-0403** and maintained in accordance with Planning Condition Discharge document dated October 2021 prepared by Gillespies.
74d	(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;	(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development **as set out within the Ecology Strategy (Appendix 9.1A) prepared by BuroHappold dated 12 October 2021, including Appendix A and B;**
74e	(e) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;	(e) Street furniture as shown **on MAY101-WSL-EXT-GIL-DR-7060-0106;**
74f	(f) Lighting around the site;	(f) Lighting around the site and shown on **MAY101-WSL-EXT-FRA-DC-7000-0001, MAY101-WSL-EXT-FRA-DC-7000-0003, MAY101-WSL-EXT-FRA-DC-7060-0001 and MAY101-WSL-EXT-FRA-DC-7060-0002**;
74g	(g) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and	(g) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people as **set out in MAY101-WSL-EXT-GIL-DC-7000-0500 Planning Condition Discharge document dated October 2021 prepared by Gillespies**; and
74h	(h) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by by Studio Egret West.	(h) Details of temporary landscaping **for Phase X shown on MAY101-WSL-EXT-GIL-DR-7060-0102** and boundaries to adjacent plots in line with the phasing as approved under condition 3.
74i	The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.	The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
75	Prior to implementation of any proposed lighting scheme details within Phase F (as detailed in condition 3 above) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.	Prior to implementation of any proposed lighting scheme details within Phase F (as detailed in condition 3 above) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.
76	Phase F (as detailed in condition 3 above)- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.	Phase F (as detailed in condition 3 above)- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.
77a	Prior to commencement of Phase H (as detailed in condition 3 above) a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.	**Condition 77a is discharged in accordance with the details approved under condition 71a.**
77b	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.
78	Prior to any Phase H (as detailed in condition 3 above) commencing a lighting design strategy for external lighting shall be submitted to and approved in writing by the LPA. The strategy shall: (a) show how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on the River Medlock for bats is negligible; and (b) Specify frequency and duration of use. All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy	**Condition 78 is discharged in accordance with the details approved under condition 73.**
79	Prior to the commencement of Phase H (as detailed in condition 3 above) a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, 0345-SEW-ZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 Rev P00 and 0345-SEWZZ-00-DR-L-007113 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:	**Condition 79 (parts a-i) is discharged in accordance with the details approved under Condition 74 (parts a-i).**
79a	(a) Details of all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);	

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
79b	(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit. The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;	
79c	(c)Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;	
79d	(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;	
79e	(e) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;	
79f	(f) Lighting around the site;	
79g	(g) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and	
79h	(h) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West.	

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
79i	The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.,	
80	Prior to implementation of any proposed lighting scheme details within Phase H (as detailed in condition 3 above) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.	Prior to implementation of any proposed lighting scheme details within Phase H (as detailed in condition 3 above) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.
81	Phase H (as detailed in condition 3 above)- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.	Phase H (as detailed in condition 3 above)- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.
82a	Prior to commencement of Phase I as detailed on condition 3 a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.	**Condition 82a is discharged in accordance with the details approved under condition 71a.**
82b	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.	Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.
83	Prior to the commencement of Phase I (as detailed on condition 3 above) a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, and 0345-SEWZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 and 0345-SEW-ZZ-00-DR-L-007112 Rev P00 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:	**Condition 83 is discharged in accordance with the details approved under condition 73.**
83a	(a) Details of all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);	**Condition 83 (parts a-i) is discharged in accordance with the details approved under Condition 74 (parts a-i).**

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
83b	(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit.The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;	
83c	(c)Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;	
83d	(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;	
83e	(e) Details of how surface water from the public realm would be managed within the public realm though Suds interventions such as infiltration, swales, soakaways, rain gardens and permeable surfaces;	
83f	(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;	
83g	(g) Lighting around the site;	
83h	(h) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and	
83i	(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West.	

No.	Original Condition Wording (124972/FO/2019)	New Condition Wording
83j	The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.	
84	Prior to implementation of any proposed lighting scheme details within Phase I (as detailed in condition 3 above) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.	Prior to implementation of any proposed lighting scheme details within Phase I (as detailed in condition 3 above) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.
85	Phase I (as detailed in condition 3 above)- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.	Phase I (as detailed in condition 3 above)- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.
86	Prior to commencement of any earthworks within the Wildscape Walk area a method statement detailing measures to safeguards the bat roost within the Hoyle Street culvert from lighting, noise and vibration during construction should be submitted and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full.	Method statement detailing measures to safeguards the bat roost within the Hoyle Street culvert from lighting, noise and vibration during construction shall be undertaken in accordance with **BH Document Condition 86 – Hoyle Street Culvert,** submitted and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full.
NEW CONDITIONS		
87	N/A	Prior to commencement of development for Phase X, as identified on MAY101-WSL-EST-GIL-DR-7060-0129-S4-01, full details shall be submitted and agreed in writing with the Local Planning Authority. The details of this phase of development shall be implemented in accordance with the agreed details.
88	N/A	Prior to occupation of Phases F, G, H and I, details providing the strategy for art installations within the Park shall be submitted and agreed in writing with the Local Planning Authority, with details of art to be submitted in accordance with that agreed strategy.

Deloitte.
Real Estate

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