

23 July 2021

FAO David Brettell
Manchester City Council
Planning Department
PO Box 532
Town Hall
Manchester
M60 2LA

Dear David,

Globe and Simpson, St John's, Manchester - Application for Discharge of Conditions 7, 8, 9, 10, 11, 15, 17, 18, 25 and Partial Discharge of Condition 37 (Part A) for Planning Permission Reference 125222/JO/2019

Please find enclosed a Condition Discharge application submitted by Manchester Quays (G&S) Developments Limited, for the discharge of Planning Conditions 7, 8, 9, 10, 11, 15, 17, 18, 25 and partial discharge of Condition 37 (part A) attached to Planning Permission 125222/JO/2019, relating to the Globe and Simpson ('G&S') development in St John's, Manchester City Centre.

For clarity, the original Planning Permission (Reference 121721/FO/2018) approved the following description of development:

"Erection of a 9 storey building (including ground) comprising workspace (Use Class B1) and flexible commercial floorspace at ground level (Use Class A1, A3 and / or B1), referred to as Building 2, above basement level for car and cycle parking, together with new public realm, landscaping, provision of external seating areas, access and other associated works."

This application was granted permission on 18 January 2019 and was subsequently amended on 29 January 2020 via Planning Permission reference 125222/JO/2019. The amendment application sought external façade changes to the building and amended wording of planning conditions to allow for the timely submission of information in line with the construction of the scheme.

The remainder of this letter sets out the condition wording and information submitted in order to discharge conditions in line with the construction programme under each heading.

Condition 7 – Basement Car and Cycle Parking Strategy

Condition 7 is worded as follows:

"Prior to the first occupation of the development, a detailed parking strategy, including provision for bicycle parking and disabled parking, shall be submitted to, and approved by, the City Council, as local planning authority. The detailed parking strategy shall include a temporary parking strategy and shall also consider introducing fast charging

for electric vehicle points. The parking strategy shall be fully implemented, prior to the first occupation of the development.”

In order to provide the details requested by Condition 7, Vectos has prepared a Condition Discharge Document (Conditions 7, 8 and 11) that provides details of the proposed parking strategy for Globe and Simpson.

This strategy is accompanied by drawing SJQ-102-AXS-XX-B01-DR-A-20199 confirming the provision of 37 car parking spaces, including 4 Electric Vehicle Charging (‘EVC’) bays and 2 accessible parking spaces, within the basement. This provides over 10% of parking spaces as EVC bays.

The car parking spaces will be leased to the occupiers of G&S and therefore allocation will remain with the occupier, rather than for public use. The allocation of the EVC points will also be the decision of the occupier. Drivers would pay for charging their car via an EVC operator.

In relation to cycle parking requested by the condition wording, Globe and Simpson will provide the following:

- 50 cycle parking spaces within the basement car park in two tier racks.
- 20 cycle parking spaces from 10 Sheffield stands within the public realm to the south of the building.

The cycle parking in the public realm is shown in drawing SJQ-102-EXA-XX-L00-DR-L-000100 appended to Condition Discharge Document (Conditions 7, 8 and 11) prepared by Vectos. This level of provision complies with relevant standards from both Manchester City Council and the British Council for Offices. In addition, there are 51 lockers provided along with showers and changing rooms in the basement.

To access the basement, both drivers and cyclists will approach from the ramped basement entrance located on Water Street. No temporary car parking is required within St. John’s following the delivery of the basement areas as part of Manchester Goods Yard to the south and the basement of Globe and Simpson.

Condition 8 – Pick-up and drop-off zones

Condition 8 is worded as follows:

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

Vectos has provided details of the proposed arrangement for pick-up and drop-off zones for Globe and Simpson as set out within the enclosed Condition Discharge Document (Conditions 7, 8 and 11).

There is no allocated lay-by space for drop-off and pick up for visitors on New Quay Street, which is now solely a loading bay for waste and servicing requirements relating to the office building.

Those looking to pick up and drop off visitors, such as taxi drivers, can do so on Water Street. The street frontage alongside St. John’s Place on Water Street has double yellow lines, which prevents parking but permits drop-off and pick up activity.

Condition 9 – Taxi Areas

Condition 9 is worded as follows:

“Prior to the commencement of the development, other than enabling works comprising demolition, piling and construction of the sub structure, full details of the design and location of all taxi areas, has been submitted to, and approved in writing by, the City Council as local planning authority.”

In response to Condition 9, Vectos has prepared the enclosed Condition Discharge Document (Conditions 9 and 18), which provides full details of the proposed pick-up and drop off strategy for the building.

As their role as travel plan co-ordinator, Vectos has reviewed the taxi pick up and drop off locations previously proposed. The original planning permission for Globe and Simpson comprised a hotel that was expected to generate taxi movements associated with visitors to the city centre.

However, as the approved scheme (Ref: 125222/JO/2019) is office only, the land use is not anticipated to generate the level of taxi activity that would justify a layby. For this reason, the Taxi Drop-off/Pickup Layby has been excluded as part of the access strategy and the New Quay Street frontage now only includes a loading bay for waste and servicing.

Condition 10 – Framework Travel Plan

Condition 10 is worded as follows:

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

In order to provide the details requested by Condition 10, Vectos has prepared a Condition Discharge Document (Condition 10) that provides a Framework Travel Plan for Globe and Simpson. This document outlines a detailed strategy, which is summarised under the subheadings below:

Access by Sustainable Transport Measures

Globe and Simpson benefits from excellent levels of accessibility due to its highly strategic location within the heart of Manchester City Centre. Within a 20-minute walk, practically all of the city centre can be reached. There are also a number of designated cycle routes and facilities in the area as well as a network of quiet streets that are convenient for cyclists.

A number of bus routes operate in close vicinity of the building providing connections to areas within the City Centre and the rest of Greater Manchester and the Salford Central and Deansgate train stations and Deansgate-Castlefield Metrolink are under a 10-minute walk away.

Travel Plan Guidance and Aims

The aims of the strategy are:

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

Travel Plan Measures

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

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

Travel Surveys

Travel surveys will be undertaken and analysed 'in house' by the commercial occupiers to give them ownership of the process, although they can appoint a third party to do so. The first travel survey will be undertaken within 3 months of the first occupation. In order to assess the travel habits of staff, travel surveys will be completed on an annual basis for a 5-year period (or a period to be agreed with TfGM/MCC).

Target Setting

For the purposes of this Framework Travel Plan the specific target areas and specific aims can be summarised as follows:

- Reduce the number of single occupancy journeys to and from the site primarily by staff but also visitors and guests;
- Increasing pedestrian and cycle trips by staff;
- Increasing car sharing between staff who either live in similar areas or those who reside on a similar route to work;
- Increasing bus, rail, and tram usage of those staff that currently live/work within a short walk of existing and proposed public transport infrastructure; and
- Increasing the use of sustainable transport modes for visitors to the development.

Travel Plan Implementation, Administration and Monitoring

The administration of the Travel Plan will be the responsibility of Manchester Quays Limited and they will require the occupiers to engage on the Travel Plan, conduct surveys and interact with their staff on the initiatives described above. There is a requirement for the proposed occupier to appoint a Travel Plan co-ordinator to maximise the propensity for employees to access the site using sustainable transport modes.

Condition 11 – Servicing Strategy

Condition 11 is worded as follows:

“Prior to the first occupation of the development, a servicing strategy, including a schedule of loading and unloading locations, shall be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.”

In order to provide the details requested by Condition 11, Vectos has prepared a Condition Discharge Document (Conditions 7, 8 and 11) that provides details of the proposed servicing strategy for Globe and Simpson.

The general service strategy for Globe & Simpson is for delivery vehicles to pull up in the loading bay adjacent to the building on New Quay Street. This is a formal loading bay with a traffic regulation order signage and markings.

Overall, it is expected that around 3 Large Rigid HGVs a day are to serve the site and around 28 Light Goods Vehicles a day. The morning 0800-0900 period is the busiest where around 4 LGVs are forecast and up to one HGV. The loading bay can accommodate a standard rigid and a small van which should accommodate the demand.

Should the loading bay be full then there is scope for vehicle to pull up for a short period on the double yellow lines on Water Street and serve the building from there.

Condition 15 – Acoustic (amplified sound)

Condition 15 is worded as follows:

“No amplified sound or any music shall be produced or played in any part of the site outside of the 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.”

In order to provide the details requested by Condition 15, Sandy Brown has prepared an Amplified Sound Egress Assessment Report for Globe and Simpson that accompanies this application. This assessment has been carried out in relation to the amplified sound egress from the ground level and any potential rooftop speakers to surrounding sensitive receptors.

In line with Manchester City Council’s *Planning and Noise Technical Guidance (2015)*, amplified sound egress should be controlled to 10 dB below the background noise level without the entertainment noise present, in each octave band at the nearest noise sensitive location.

In order to comply with these limits, sound pressure limits at 1 m have been set for both ground floor and roof level loudspeakers. The cumulative noise level resulting from the amplified sound egress at 1 m from the windows of noise sensitive facades within St John's Masterplan should not exceed the limits are set out in Table 1 of the Amplified Sound Egress Assessment Report.

These limits are set to be 10 dB below the background noise levels measured during the relevant noise survey works presented in Sandy Brown Acoustic Planning report 15210-R03-K dated 23 October 2018. Providing these limits are complied with, the amplified sound egress limits are expected to be met.

Condition 17 – Acoustic (plant noise)

Condition 17 is worded as follows:

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

In order to provide the details requested by Condition 17, Sandy Brown has prepared a Plant Noise Assessment Report for Globe and Simpson. This assessment has been carried out in relation to noise egress from rooftop plant to surrounding sensitive receptors.

In line with Manchester City Council's Planning and Noise Technical Guidance (2015), the relevant plant noise limits at the worst affected existing noise sensitive premises must not exceed 5 dB below these representative background sound levels, as set out in the report. These limits are cumulative and apply with all plant operating under normal conditions. If plant items contain tonal or attention catching features, a penalty is to be applied.

The cumulative noise level resulting from the operation of all new plant at 1 m from the windows of the nearby noise sensitive premises outside the development should not exceed the limits that are set out in Table 1 of the Plant Noise Assessment Report.

These limits are set to be 5 dB below the background noise levels measured during the environmental noise survey set out in Sandy Brown Acoustic Planning report 15210-R03-K dated 23 October 2018. Noise egress associated with the chillers and EF dominate the predicted levels.

Any future tenant plant, such as condensers, would need to have noise egress levels at least 10 dBA below the stated tenant limits. From the noise data provided, and as the post-mitigation noise egress levels are 5 dBA below the minimum background noise levels at the receptor, there is unlikely to be perceptible tonality or other attention catching characteristics.

Provided these mitigation measures are incorporated, the proposed plant is expected to meet the noise egress criteria, including controlling the potential perceptibility of tones.

Condition 18 – Waste Management

Condition 18 is worded as follows:

“Prior to the commencement of the development, other than enabling works comprising demolition, piling and construction of the sub structure, a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be 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.”

In order to provide the details requested by Condition 18, Vectos has prepared a condition discharge document (Conditions 9 and 18) for Globe and Simpson that outlines details for the Waste Management Strategy and Waste Pro-Forma as required by Manchester City Council Guidance GD04.

The Waste forecast of the office use is also based on BS 5906-2005 that forecasts a rate of 50 litres per employee per week. The weekly and daily waste forecast is given below:

50 Litres x 1250 = 62,500 Litres of waste per Week
 = 12,500 Litres of waste per Day

The bin store layout is shown in drawing SJQ-102 AXS XX L00 DR A 20200 that has space for a minimum of 12 x 1100 litre Eurobins. These bin stores will be kept clean and there will be a water tap in the bin store to help with maintenance.

It is expected that a waste collection would be made every day depending on the volumes in each waste stream and how the waste contractor collects waste and in particular how they accept combined waste.

Refuse collections would be made early in the morning by the management company or waste operator.

For collection, the bins can simply be wheeled onto the pavement ready for collection either by the on-site management team or the waste contractor. The bins would be returned immediately afterwards.

Condition 25 – External Management Strategy

Condition 25 is worded as follows:

“Prior to first occupation of the development, full details of a Management and Maintenance Strategy for the external areas, including planting arrangements, boundary treatments, furniture and lighting, shall be submitted to, and approved in writing by, the City Council as local planning authority.”

The Applicant has appointed All+ Management to manage the open estate areas. In order to provide the details requested by Condition 25, All+ Management have prepared the St John’s Estate Handbook which outlines details in regard to the external management strategy of Globe and Simpson. This covers estate services, access, emergency procedures and security and CCTV.

Further details can be found within this document. Planting maintenance details will be provided in the Public Realm detailed proposals being prepared by Exterior Architecture.

Condition 37a – Local Benefits Proposal

Condition 37a is worded as follows:

“(a). Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development. In this condition a Local Benefit Proposal means a document which includes: i) the measures proposed to recruit local people including apprenticeships i) mechanisms for the implementation and delivery of the Local Benefit Proposal iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives”

In order to provide the details required by Condition 37a, WPP (the occupier) has prepared a Local Benefits proposal to outline the approach to local recruitment and will be implemented as part of the development.

In summary, WPP are a large multi-national business with a significant presence in Manchester. Their move and consolidation into the Globe and Simpson building in St. John’s will strengthen their commitment to the region and become less London-centric by growing their North West presence. WPP has a strong track record of recruiting paid apprentices and offering employment opportunities, with positive links to a number of non-profit organisations to create pathways into employment.

As part of this submission, WPP commit to working closely with the Work and Skills team and Manchester City Council to maximise the local employment opportunities available to those coming out of higher education in the region. Part B of Condition 37 will be sought for discharge in Q3 2022 6 months after opening.

Summary

In addition to the information submitted as a specific requirement of this condition and this covering letter, a Condition Discharge Application Form has been submitted via the Planning Portal to formalise this Application seeking to partially discharge Conditions 7, 8, 9, 10, 11, 15, 17, 18, 25 and partial discharge of Condition 37 (Part A).

Payment will be made to Manchester City Council for £116, in respect of the application fee for this application to agree details reserved by condition, via the Planning Portal (Planning Portal Reference: PP-PP-10058428).

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

Yours sincerely
Deloitte LLP

Encs:

- Application Form prepared by Deloitte LLP
- Vectos Condition Discharge Document (Conditions 7, 8 and 11)
- Vectos Condition Discharge Document (Conditions 9 and 18)
- Vectos Condition Discharge Document (Condition 10)
- Sandy Brown Plant Noise Assessment (Condition 17)
- Sandy Brown Entertainment Noise Assessment (Condition 15)
- Estate Management Strategy prepared by AllPlus Management (Condition 25)
- WPP Local Benefit Proposal Memo (Condition 37a)