



Plot D Concrete Batching Plant
Planning and Design and Access Statement
April 2025

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1. Introduction

- 1.1. This Planning and Design and Access Statement (the “Statement”) accompanies an application for temporary Planning Permission, submitted to Manchester City Council (“MCC”) on behalf of Renaker Build Limited (the “Applicant”). The application is in respect of continued temporary use of a concrete batching plant and ancillary development, as originally approved under application ref. 113767/FO/2016 (as amended by application ref: 114702/NMC/2016) and extended by application ref 128203/FO/2020, located at Plot D on Great Jackson Street in Manchester City Centre (the “Site”).
- 1.2. The purpose of this Statement is to provide further information relating to the application as well as assess the proposal against policy requirements and outline the key site-specific planning considerations relevant to the proposal. The Statement also provides details in relation to the design and layout of the Proposed Development and details regarding the operational management of the batching plant.
- 1.3. The application site is bound by the Mancunian Way to the south, Melbourne Street to the west and Great Jackson Street to the north (the “Site”). The Site is currently occupied by the same concrete batching plant for which a new temporary permission is now sought.
- 1.4. The proposed Description of Development is:

“Temporary use of a concrete batching plant for the manufacture and distribution of ready mixed concrete, ancillary welfare car parking and administrative facilities and associated works.”

Background

- 1.5. On 25 October 2016, temporary planning permission was granted for the concrete batching plant at Plot D, Great Jackson Street (application reference 113767/FO/2016). The planning permission was subject to a Non-Material Amendment application which amended the temporary use of the site as a concrete batching plant from a three-year to a five-year period (application reference 114702/NMC/2016). The description of development approved under application reference 113767/FO/2016 (as amended) is as follows:

“Erection of a temporary concrete batching plant for the manufacture and distribution of ready mixed concrete, ancillary welfare and administrative facilities and associated works.”

- 1.6. A new temporary permission was granted on 30 November 2020 (app ref. 128203/FO/2020) extending the temporary use of the site for a further five years. This permission is due to expire on 30 November 2025.
- 1.7. The Applicant has a significant development pipeline within Great Jackson Street and elsewhere in the City and Salford, and the continued temporary use of the concrete batching plant will support this delivery. More specifically, the proposed continued temporary use will support the ongoing delivery of the following developments, the distances of which from the Site are indicated below:
 - Plot F1, New Jackson (ref. 132199/FO/2021) – located c. 30 metres from the Site. Construction has commenced, with target completion of December 2026.
 - Plot F2, New Jackson (ref. 132199/FO/2021) – located c. 30 metres from the Site. Construction has commenced, with target completion of August 2027
 - Crown Street Phase 3, New Jackson (ref. 137226/FO/2023) – located c. 30 metres from the Site. Construction due to commence March 2026, with target completion of December 2031
 - Parkside, Greengate (ref. 22/80890/REM) – located c. 1.3 miles from the Site. Construction due to commence June 2025, with target completion of June 2028

- Tower C1, Trinity Islands (ref. 132429/FO/2021) – located c. 0.7 mile from the Site. Construction due to commence March 2026, with target completion of April 2029
- Tower C2, Trinity Islands (ref. 132429/FO/2021) – located c. 0.7 mile from the Site. Construction due to commence November 2026, with target completion of November 2029

- 1.8. An application for the redevelopment of the concrete batching plant (Plot D) has received a resolution to grant Planning Permission at Planning Committee, and a decision notice will be issued once the s106 Agreement is signed (application ref 137227/FO/2023). The Plot D application is to come forward in two phases. Prior to any implementation of Plot D, the concrete batching plant will either be required to be amended (subject to further temporary permissions) allowing it to continue operation while Plot D is under construction, or will cease operation.

The Operator

- 1.9. The concrete batching plant will continue to be operated by Hanson Quarry Products Europe Limited, which now operates through the trading name Heidelberg Materials UK (“Heidelberg Materials”). Heidelberg Cement Group, of which the operator forms part, has leading global positions in aggregates, cement, concrete and heavy building products.
- 1.10. Within the United Kingdom, Heidelberg Materials is a leading supplier of heavy building materials to the construction industry. The company produces aggregates (crushed rock, sand and gravel), ready-mixed and precast concrete, asphalt and cement-related materials and a range of building products.
- 1.11. Heidelberg Materials’ business is split into five divisions:
- Heidelberg Materials Concrete is the UK’s largest supplier of ready-mixed concrete.
 - Heidelberg Materials Aggregates produces and distributes crushed rock, sand and gravel from a network of quarries, depots and wharves and includes Hanson Marine, Europe’s largest producer of marine-dredged sand and gravel.
 - Heidelberg Materials Cement is a leading manufacturer of Portland cement and produces Regen (ground granulated blast furnace slag) - a cement replacement in ready-mixed and precast concrete. The division includes a packed products business, which produces a range of bagged cement, cementitious and aggregate products.
 - Heidelberg Materials Asphalt and Contracting manages the businesses asphalt production sites and a national road surfacing and infrastructure contracting operation.
 - Heidelberg Materials Recycling works with all the above business lines to ensure a circular approach to their business operations. Recycling aims to reduce the use of primary aggregates and increase the use of secondary aggregates and construction waste in their products.

Pre-Application Consultation

- 1.12. As part of the original planning permission (temporary approval), discussions took place with senior officers at MCC and Environmental Health Officers to discuss the scheme and to advise on the contents and scope of the supporting documentation.
- 1.13. This application is submitted following consultation with the Planning Authority via telephone call in which the scope of the application was confirmed.

Application Documentation

This Statement should be read in conjunction with the following supporting documents, submitted as part of this application:

- Application Form prepared by Deloitte LLP;
- Plans and drawings prepared by Heidelberg Materials;

- Topographical survey and site utilities plan prepared by Heidelberg Materials – submitted as part of original application 113767/FO/2016 and 128203/FO/2020;
- Dust Risk Assessment, prepared by Enzygo, dated February 2025;
- Phase 1 Desk Study and Preliminary Contaminated Land Risk Assessment, dated March 2025, prepared by Geo-Assist;
- Noise Impact Assessment Note, prepared by Fisher Acoustics, dated 17 February 2025;
- Transport Assessment Technical Note, dated 25 February 2025, prepared by SK Transport;
- Site Photographs prepared by Renaker Build Ltd and Heidelberg Materials; and
- Operations Management Plan prepared by Heidelberg Materials - submitted as part of original application 113767/FO/2016 and 128203/FO/2020.

Document Structure

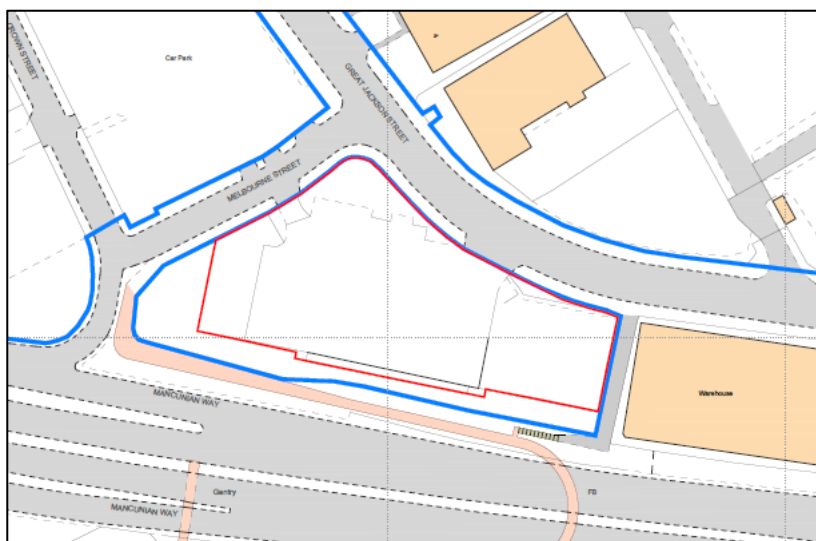
1.14. The remainder of this Statement is structured as follows:

- Section 2 – describes the proposal Site and surrounding area.
- Section 3 – provides a rationale for the proposed development.
- Section 4 – provides a description of the proposed development.
- Section 5 – details the operational management for the batching plant
- Section 6 – identifies the Site-specific issues considered as part of the application.
- Section 7 – assesses the Proposed Development in relation to planning policy requirements at the national, regional and local level.
- Section 8 – concludes by summarising the case for the grant of Planning Permission.

2. The Site and Surroundings

Site Description

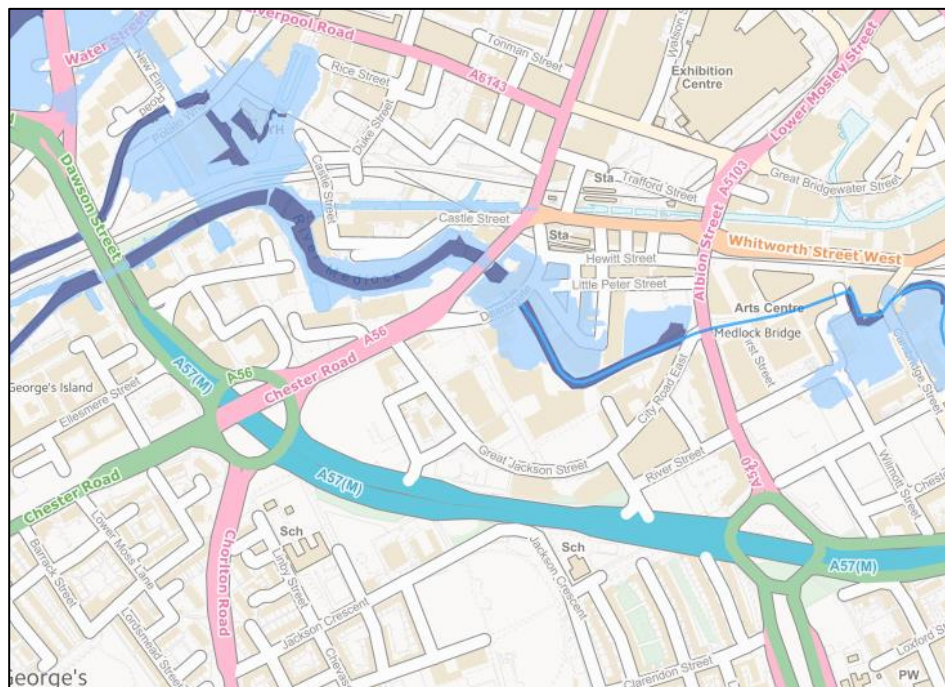
- 2.1. The Site is located within the Great Jackson Street area of the city centre and is identified within the Great Jackson Street Development Framework (2018) (GJS Framework) as Plot D.
- 2.2. The Site is currently occupied by the existing concrete batching plant, which was granted temporary approval for a period of five years under application reference 113767/FO/2016, as amended by application reference 114702/NMC/2016 and extended by planning permission ref. 128203/FO/2020.
- 2.3. The Site is 0.37 ha and is bound by the Mancunian Way to the south, Melbourne Street to the west, and Great Jackson Street to the north (refer to Figure 2.1). The Site is less than 150 metres away from the Crown Street Phase 1 and Crown Street Phase 2 sites which are now completed. The site is also adjacent to Plot F (app ref. 132199/FO/2021) which started on site in June 2023, and Crown Street Phase 3 (app ref: 137226/FO/2023) which is programmed to start on site in March 2026, following grant of planning permission.
- 2.4. In addition, the Council has resolved to grant planning permission (subject to S106) on the Site for 642 homes and an office (app ref: 137227/FO/2023).
- 2.5. Figure 2.1: Site Location (source: Heidelberg Materials)



- 2.6. The Site is situated within the Deansgate Ward, with Hulme Ward located on the southern edge of the Mancunian Way.
- 2.7. The Site is not located within a Conservation Area and does not lie within close proximity to Listed Buildings. The nearest Listed Building is the Grade II Listed Bridgewater House Offices, located 0.1 mile away.
- 2.8. The Site has excellent transport links located off the A56 and within close proximity to the Mancunian Way.
- 2.9. The Site falls within an Air Quality Management Area ("AQMA").
- 2.10. The Site is located within the Manchester Conurbation Core Critical Drainage Area.

2.11. The Site is located within Flood Zone 1, and as such is at low risk of flooding from rivers or sea (see Figure 2.2).

Figure 2.2: Flood Map for Planning - Risk of Surface Water Flooding (source: Government Flood Map for Planning)



Great Jackson Street Development Framework Area

2.12. The Site sits within the GJS Framework area. The Framework was originally endorsed in 2007 and was updated in 2015. Most recently, the Framework was updated to reflect the potential for further growth in this part of Manchester City Centre. Following public consultation organised by MCC, the Final Framework was endorsed by the Executive Committee in January 2018, and forms a material consideration in the determination of planning applications within its boundary.

2.13. Significant progress has been made in the Framework area since the current temporary consent was granted, with the completion of Deansgate Square and Crown Street Phases 1 and 2. In addition, works have commenced at Plot F and permission is due to be granted for Crown Street Phase 3 and Plot D. Existing uses within the Framework area therefore include residential, commercial (primarily food and beverage), school, community facilities (i.e. doctors surgery and dentist) and public realm / park.

Construction Context

2.14. The original approval of the temporary concrete facility facilitated the development of Deansgate Square (formerly Owen Street) which has been completed. At the time of the grant of an additional planning permission in 2020, the batching plant was to serve the construction of Crown Street Phases 1 and 2, which have since completed.

2.15. Permission is now sought to be renewed for the batching plant, which will serve a range of developments within the local context, wider Manchester and Salford. These comprise those set out in Table 2.1, below.

Table 2.1: Developments which will be served by the concrete batching plant

Scheme	Planning Reference and Status	Description of Development	Status	Target Completion Date
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Plot F1, New Jackson	ref. 132199/FO/2021, granted 01 July 2022	<i>Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.</i>	Under construction	December 2026
Plot F2, New Jackson	ref. 132199/FO/2021, granted 01 July 2022	<i>Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.</i>	Under construction	August 2027
Crown Street Phase 3, New Jackson	ref. 137226/FO/2023 A decision and resolution to grant permission is expected imminently, following issue of the officer's report in August 2024.	<i>Full planning permission for the demolition of existing structures and the phased construction of four residential buildings (two at 47 storeys and two at 51 storeys) to provide 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment (Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.</i>	Not started; construction due to commence March 2026.	December 2031
Parkside, Greengate	Ref. 22/80890/REM; granted 02 March 2023	<i>Application for approval of Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to Outline Planning Permission 21/78473/HYBEIA for Plot FG (Phase 3), comprising the demolition of existing buildings and a residential-led development of a 40-storey (plus ground) building containing 518 apartments together with associated residents' amenities, ground floor commercial floorspace, basement parking, public realm improvements including the delivery of parts of Boulevard West and Collier Square, and improvements to Queen Street and Collier Street, and other associated infrastructure works. (EIA application accompanied by an Environmental Statement Addendum - Application 21/78473/HYBEIA was accompanied by an Environmental Statement)</i>	Not started; construction due to commence June 2025	June 2028
Tower C1, Trinity Islands	ref. 132429/FO/2021; granted 13 May 2022	<i>Erection of four towers ranging from 39, 48, 55 and 60 storeys to form a mixed use development comprising 1950 residential apartments (Use Class C3a) and commercial uses (Use Classes E and Sui Generis: Drinking Establishment) (361 sqm) within the podium level together with public realm, car and cycle parking, access arrangements and highway works, and other associated works.</i>	Not started; construction due to commence March 2026	April 2029

Tower C2, Trinity Islands	ref. 132429/FO/2021; granted 13 May 2022	<i>Erection of four towers ranging from 39, 48, 55 and 60 storeys to form a mixed use development comprising 1950 residential apartments (Use Class C3a) and commercial uses (Use Classes E and Sui Generis: Drinking Establishment) (361 sqm) within the podium level together with public realm, car and cycle parking, access arrangements and highway works, and other associated works.</i>	Not started; construction due to commence November 2026	November 2029
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2.16. All of these developments are being delivered by Renaker Build Limited and represent the Applicant's commitment to delivering its significant development pipeline within Great Jackson Street and further afield. The continued temporary use of the concrete batching plant will therefore support the ongoing delivery of these developments.

2.17. In addition to those schemes served by the batching plant, the following sites form part of the wider development context in the vicinity of Plot D:

- Plot C, New Jackson:
 - Ref. 126668/FO/2020 – Complete (Residential)
 - Ref. 133516/MO/2022 – Complete (Education)
- Bridgewater: ref. 134694/FO/2022 (Permission granted, but not implemented)
- Plot G, New Jackson: ref. 129273/FO/2021 (Permission granted, but not implemented)
- One Medlock St: ref. 135419/FO/2022 (Permission granted. Implementation expected imminently)

Planning History

2.18. The planning history relating to the Site's current temporary use as a concrete batching plant is set out below in Table 2.2.

Table 2.2: Planning History

Application Reference	Description	Notes
113378/DEM/2016	Prior notification of proposed demolition of 3M Building.	Approved 10/08/2016
113767/FO/2016	Erection of a temporary concrete batching plant for the manufacture and distribution of ready mixed concrete, ancillary welfare and administrative facilities and associated works.	Approved 25/10/2016
114702/NMC/2016	Non-material amendment to planning permission 113767/FO/2016 to allow permission for a five year period rather than three years	Approved 19/12/2016
128203/FO/2020	Continued temporary use of a concrete batching plant for the manufacture and distribution of ready mixed concrete, ancillary welfare and administrative facilities and associated works.	Approved 30/11/2020

2.19. An application was submitted by Renaker Build Ltd on 26 June 2023 (ref. 137227/FO/2023), seeking full planning permission for redevelopment of Plot D for the following uses:

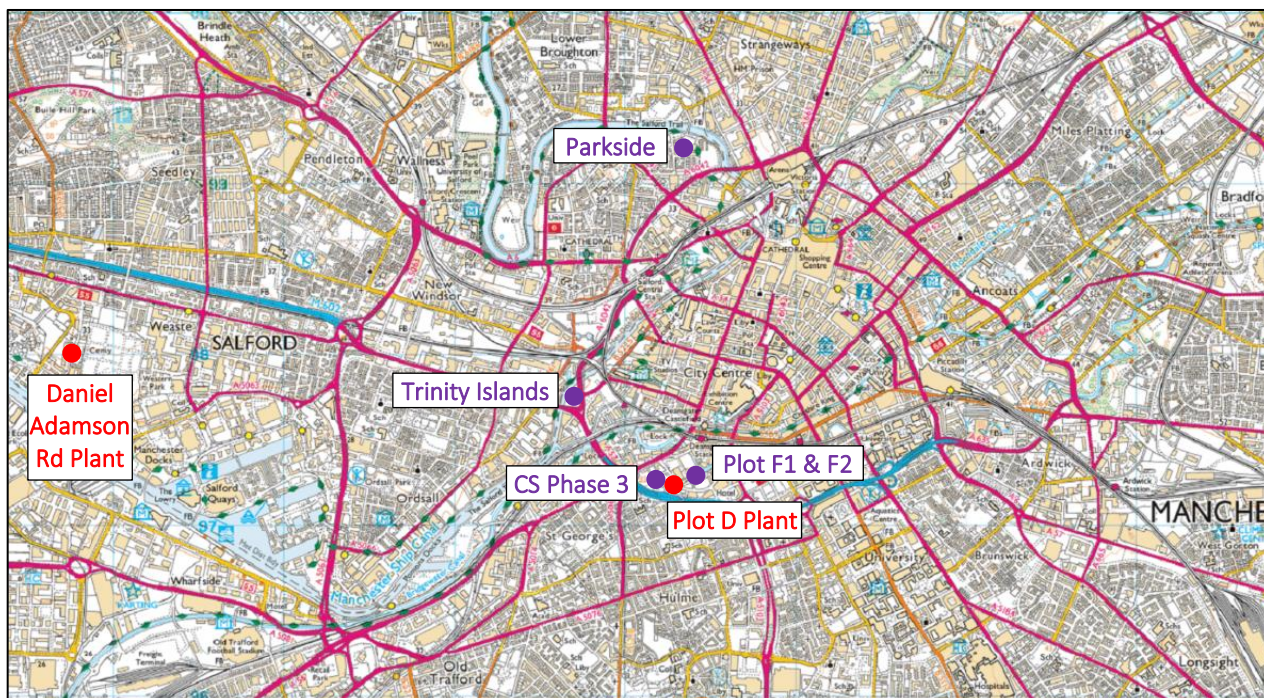
Full planning permission for the demolition of existing structures and the erection of one residential building to a height of 71 storeys comprising 642 homes (Use Class C3) with food and drink uses (Use Class E) and / or drinking establishment (Sui Generis); and one office building (Use Class E); with basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.

- 2.20. The application is currently pending determination, following a resolution to grant at planning Committee although it is anticipated that a decision is imminent following agreement to the S106. It is anticipated that the decision notice will contain a standard condition requiring the permitted works to be implemented within a date no later than three years from the date of consent. Therefore, consent is presently sought to extend the use of the Plot D site as a concrete batching plant for three years.

3. Rationale for Proposal

- 3.1. This Section sets out the rationale for the Proposed Development, for the continued temporary use of the already approved concrete batching plant for a further three-year period. A three-year period is consistent with the imminent issue of the Plot D (application ref: 137227/FO/2023) decision notice, which will have a condition requiring implementation within three years of the date of the decision.
- 3.2. The purpose of the continued use of the temporary batching plant would be to support the ongoing delivery of developments within the Great Jackson Street Framework area and other developments being delivered by Renaker, as noted in Section 2 of this Statement.
- 3.3. The nearest alternative concrete batching plant is located circa 3.1 miles from the City Centre of Manchester, at Daniel Adamson Road, Salford. In this respect, continued use of the current concrete batching plant at Great Jackson Street will ensure major construction efficiencies are achieved in the delivery of Renaker schemes in the Framework Area and elsewhere, and will significantly reduce highways and air quality impacts that would otherwise arise.
- 3.4. The plan below (see Figure 3.1) identifies the location of the Salford batching plant, the concrete batching plant proposed to be extended on the site (Plot D) and the developments it seeks to serve.
- 3.5. Locating the batching plant within close proximity to the Great Jackson Street Developments and other development sites in the City Centre and Salford has a series of important benefits, which are discussed below.

Figure 3.1: Nearest Concrete Batching Plant relative to construction context



- 3.6. The temporary Proposed Development will continue to bring forward an active use for the Site which would otherwise be vacant in the short term (until the Plot D proposals are delivered) and facilitate the regeneration of the area.

- 3.7. The close proximity between the batching plant and the construction sites will significantly reduce the number of journeys through the city centre by an estimated 64 concrete wagons daily. Concrete wagons will not have to travel the 3.1 miles (one way) from Great Jackson Street to the Salford site, as this will reduce to circa 30 metres between the sites and the existing temporary concrete plant. During the construction period of Crown Street Phase 3 and Plot F, New Jackson, it is estimated that the road miles of the wagons will reduce by 200,000 miles (based on 64 wagon movements per day). This will reduce the number of lorries on the wider network and will thereby not exacerbate congestion on the highway network within the city centre. Section 5 sets out the route the delivery vehicles would take which avoids the need for HGVs to travel past nearby residential properties.
- 3.8. The reduction in the number of large vehicles would also significantly reduce the amount of CO₂ that would otherwise be produced from these vehicles, which is also important in considering the Site's location within the city centre AQMA.
- 3.9. The close proximity between the batching plant and construction sites will allow for the efficient delivery of concrete and for this to be done on a supply and demand basis. The surety of supply will ensure that the amount of time pouring concrete onsite is kept to a minimum as there is unlikely to be days / time lost waiting for deliveries from the Salford site, keeping the number of days required to a minimum – thereby reducing the risk of project delay. Therefore, the benefit of locating the batching plant in close proximity to the construction sites will limit the period of disruption, noise etc. following a reduced risk in delay to the programme.
- 3.10. Employment would be secured for the three-year period. The continued use of the temporary batching plant would continue to generate a number of jobs associated with the construction and operation of the batching plant. The development will continue to generate employment for up to 12 permanent employees, as follows:
- two plant operatives;
 - one plant operative relief;
 - one technician;
 - one technician relief; and
 - seven truck mixer drivers.
- 3.11. The development would also support local businesses and many skilled local contractors required to provide specialist input and knowledge. This includes electricians and contractors involved in plant and machinery repair and maintenance, plant hire and work of a more general nature.
- 3.12. The Proposed Development would also maintain employment for hauliers delivering fine aggregate, coarse aggregate and cement.
- 3.13. It is standard practice for a purpose-built batching plant facility to recycle all water (apart from that during prolonged heavy rainfall). The existing purpose-built plant has the benefit of reducing the amount of waste concrete going to landfill and facilitates the recovery and reuse of aggregates and water, as a reclaimer system is used to wash out the mixer trucks and separates the solids from the grey water. The grey water is fed back into the concrete in combination with fresh water.

4. Description of the Proposed Development

Introduction

- 4.1. The Proposed Development seeks the continued temporary use of the concrete batching plant, approved under application reference 128203/FO/2020. The Proposed Development seeks the continued use of the facility for a further three-year period, which will facilitate the ongoing delivery of several sites, as listed in Section 2 of this statement.
- 4.2. This section is to be read in accordance with the following drawings, which were submitted as part of the original application (113767/FO/2016) and the 2020 permission (ref. 128203/FO/2020):
- Plan 1 – Site Location Plan
 - Plan 2 – Existing Site Configuration
 - Plan 3 – Topographical Survey with Site Utilities
 - Plan 4 – Proposed Site Layout Plan
 - Plan 5 – Proposed Elevations
 - Plan 6 – Proposed Welfare Facilities
 - Plan 7 – Proposed Lighting Plan
- 4.3. The general location of the Site is identified on Plan 1.
- 4.4. The Site comprises approximately 0.37 hectares of land, as shown on the red line plan, Plan 2.

Use and Amount

- 4.5. The Proposed Development, mainly comprises of the following elements:
- A temporary lab structure for testing concrete produced on site;
 - 4 x 24-tonne aggregate storage bins with weigh conveyor;
 - An inclined conveyor connecting the aggregate storage bins to the batch tower;
 - An enclosed mixer and batcher within a plastisol coated steel frame batching tower;
 - A batch cabin;
 - 2 x 100-tonne cement silos;
 - An external concrete reclaimer, for the collection and recycling of returned concrete loads;
 - An external grey water recycling system and 2 water storage tanks;
 - An external clean water storage tank;
 - 3 x ground stocking bays for aggregate storage (gravel, sand and crushed stone);
 - A single storey steel container, containing welfare facilities;

- 11 x 5,000-ltr double skin plastic tanks for admixtures and red diesel; and
- 29 car parking spaces.

Layout

- 4.6. The Site layout, together with access and car parking arrangements, are shown on Plan 4.
- 4.7. The facilities for the workers on site, 'mess facilities', are established within a self-contained steel container, sited on the eastern side of the Site (east of the main ground stocking bay) as shown on Plan 4. The internal layout and external elevations of the container are shown on Plan 6.

Scale and Massing

- 4.8. The dimensions of the plant and ancillary development are shown on Plan 5. The highest elements of the plant are the cement silos, which are approximately 15.3 metres in height, to the top of the air filters.

Appearance

- 4.9. The outer walls and external components of the batching plant, mess facilities, batch cabin and cement silos are painted Goose Wing Grey (RAL 9003), which is the industry standard colour for such plant.
- 4.10. The stocking bays have been constructed using RSJ uprights (to form the corners) and timber sleepers (stacked horizontally) to form the side and rear walls.
- 4.11. Figures 4.1 and 4.2 below shows the concrete batching plant at Plot D, Great Jackson Street.

Figure 4.1: Plot D Concrete Batching Plant (source: Renaker Build Ltd)



Figure 4.2: Plot D Concrete Batching Plant (source: Renaker Build Ltd)



Access

- 4.12. The existing Site access points from Melbourne Street and Great Jackson Street will be retained, both of which have steel gates fitted.
- 4.13. The routing of vehicles to the batching plant has been carefully considered. Mixer trucks will enter and exit the site via Melbourne Street. Vehicles delivering materials to New Jackson construction sites will exit the Site via Great Jackson Street, turn left onto Great Jackson Street to then turn left onto Silvercroft Street. Therefore, no vehicles would need to travel past any residential properties located within the Great Jackson Street Framework area or beyond.

Boundary Treatment

- 4.14. The Site will be hoarded for safety and security purposes. The hoarding will be 2.4m high, solid plywood, 18mm thick and painted Grey RAL 7016.
- 4.15. The position of the hoarding is shown on Plan 4.

Servicing and Waste Management

- 4.16. Heidelberg Materials seeks to use resources appropriately and sustainably and, where appropriate, substitute primary resources with alternative materials. It has adopted the waste reduction hierarchy of waste prevention, reuse of materials, recycling, and energy recovery to minimise waste disposal and maximise productivity.
- 4.17. Waste materials (waste rags, grease cartridges, etc.) will be stored in accordance with legal requirements. Dry-mixed recyclable waste (paper, cardboard, plastic bottles and drinks cans) will continue to be mixed together in one single container. Empty drums and vessels will be stored in an empty IBC container to be removed from the Site.
- 4.18. Returned excess concrete is recycled onsite using the concrete reclaimer.

Lighting

- 4.19. Plant mounted lighting illuminates the Site to ensure the safety of vehicles and pedestrians (employees and customers) during the winter months or at night.
- 4.20. Site lighting arrangements are shown on Plan 7.

Parking

- 4.21. 29 car parking spaces will continue to be provided within the site for staff and visitors, as illustrated on Plan 4.

Conditions - Original Application

- 4.22. A number of conditions were attached to the 2020 permission. The conditions listed in Table 4.1 are of relevance to this application and so are addressed where appropriate below.

Table 4.1: Conditions attached to application ref: 128203/FO/2020.

Condition	Condition Wording	Comments
7 Storage of Oils, Fuels or Chemicals	“Any facilities for the storage of oils, fuels or chemicals shall be provided with secondary containment that is impermeable to both the oil, fuel or chemical and water, for example a bund. The minimum volume of the secondary containment should be at least the capacity of the tank plus 10%. If there is more than one tank in the secondary containment the capacity of the containment should be at least the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest. All fill points, vents, guages and sight guage must be located within the secondary containment. The secondary containment shall have no opening used to drain the system. Associated above ground pipework should have no mechanical joints, except at inspection hatches and either leak detection equipment installed or regular leak checks. All fill points and tank vent pipe outlets should be detailed to discharge downwards into the bund.”	Please refer to paragraphs 4.23 - 4.26 of this Statement.
9 Operational Hours	“The premises shall not be open outside the following hours:- Monday to Friday – 07:30 to 18:00 Saturday – 08:30 to 14:00 There shall be no work on a Sunday or Bank Holiday.”	Please refer to paragraph 5.37 of this Statement.
11 Storage and Disposal of Refuse	“The scheme for the storage (including segregated waste recycling) and disposal of refuse set out in paragraph 4.27 of the Deloitte Planning and Design and Access Statement dated September 2020 and shown in the approved drawings shall remain in situ whilst the use or development is in operation.”	Please refer to paragraph 4.27 of this Statement.
12 Cleaning	“The wheels of contractors’ vehicles leaving the site shall be cleaned in accordance with paragraph 5.36 of the approved Deloitte Planning and Design and Access Statement dated	Please refer to paragraph 5.36 of this Statement.

Condition	Condition Wording	Comments
	September 2020, and the access roads leading to the site shall be swept daily."	

Storage of Oils, Fuels or Chemicals (Condition 7)

- 4.23. The Concrete Batching Plant will continue to adopt the site arrangements for the storage of oils, fuels and chemicals, set out below.

Admixtures

- 4.24. Admixtures are stored on Site within four 5,000 litre double skinned plastic tanks, which are typical of the type of bunded tanks used in the concrete manufacturing industry. The tanks are located to the rear of the cement silos, behind the concrete ramp up to the aggregate bins (Figure 4.3).

Figure 4.3 - Admixtures tanks (source: Heidelberg Materials)



Micro Silica

- 4.25. Micro silica is an admixture used to produce a high strength concrete mix. This is stored in a 30,000-litre steel tank located within a sealed block wall, designed to accommodate at least 110% of the capacity of the tank. The tank is located on the west side of the concrete ramp leading up to the aggregate bins (Figure 4.4).

Figure 4.4 – Micro Silica storage (source: Heidelberg Materials)



Red Diesel

- 4.26. Red Diesel is stored in a single 5,000 litre bunded plastic tank, positioned on site to allow easy access to refuel the loading shovel (Figure 4.5). Please refer to Appendix 1 for a specification for a Deso 5000 litre bunded tank by way of example of the type of container typically used by the concrete manufacturing industry.

Figure 4.5 – Red Diesel tank (source: Heidelberg Materials)



Storage and Disposal of Refuse (Condition 11)

- 4.27. The Concrete Batching Plant will continue to operate under the waste management arrangements set out below:
- A private waste carrier (currently Biffa) is used for the collection and disposal of general/office waste and dry mixed recyclables using separate 1000 litre industrial waste bins, provided by the waste carrier. Dry-mixed recyclable waste (paper, cardboard, plastic bottles and drinks cans) are mixed together in one single bin. Typically, waste is collected on a fortnightly collection cycle, alternating between general/office waste and dry-mixed recyclable waste.

- Debris arising from road or yard sweeping is taken away by the road sweeper.
- Any waste admixtures are removed as and when necessary by a specialist private waste carrier.
- Any concrete waste or slurry arising from the concrete batching process is stored in a skip and removed as necessary by a private waste carrier.
- Any waste oils, grease, diesel, etc. is stored on site in waste safes until removed by a private waste carrier.

5. Operational Management

- 5.1. The concrete batching plant has and will continue to be operated by Heidelberg Materials. This section details how the Site will continue to operate on a day-to-day basis.

The Concrete Manufacturing Process

- 5.2. Ready mixed concrete is manufactured by mixing controlled proportions of cement, coarse and fine aggregate (gravel, crushed stone or sand) and water.
- 5.3. Aggregates are stored either in ground stocking bays or in aggregate storage bins linked to the batching plant. Aggregates are transported from the ground storage bays to the aggregate bins using a wheeled loading shovel. Cement is delivered in tankers and stored in silos, whilst water is stored in large water tanks. Recycled and captured rain water are used in order to improve efficiencies and environmental sustainability, but mains water may also be used when recycled or rain water are unavailable.
- 5.4. The proportions of aggregate, cement and water is determined by the performance or specification required by the intended end use. Small amounts of admixtures may also be included to modify the properties of the concrete, for example to produce high strength concrete. Admixtures will be stored onsite within ten 5,000 litre double skin plastic containers (within a bund). A further 5,000 litre double skinned plastic container will be used to store red diesel (used by the site loading shovel).
- 5.5. The concrete batching operation is a wet process. To achieve the desired characteristics aggregate is fed, firstly on to a weigh conveyor (situated below the aggregate bins) and then by a covered inclined conveyor, into a pan mixer where it is blended with cement (also pre-weighed) and water. Admixtures are added if necessary. The mixing process takes place inside the structure of the batching tower (a purpose built mixer) which then pours the resulting mix into truck mixers waiting below for onward transportation to the customer.
- 5.6. The use of the wet mix system allows both the amount of ingredients in the mix and the amount of mixing to be fully computer controlled, to ensure the consistency and quality of the end product. The computer system is situated within the batch cabin.

Water Management

- 5.7. The concrete batching plant will use as much rain water and recovered water as possible to minimise the use of mains water. A wedge pit will be used to capture water from below the mixer area and then pumped to the grey water tank. The reclaimer system is used to wash out the mixer trucks and separates the solids from the grey water. The grey water is passed to the wedge pit and fed back into the concrete in combination with fresh water. Solids (i.e. aggregates) will be fed back into the aggregate storage bins for reuse.
- 5.8. Collected rain water will also be pumped to the grey water tank for use within the concrete batching process. Any excess surface water will be fed into the foul drainage system.
- 5.9. Heidelberg Materials possesses a trade effluent discharge licence from United Utilities to facilitate surface water discharge off-site.

Traffic Management

Access

- 5.10. The existing Site access points from Melbourne Street and Great Jackson Street will be retained and continue to be used in connection with the operation of the concrete batching plant.

- 5.11. The Melbourne Street access will be dedicated to concrete deliveries by truck mixers to Crown Street Phase 3 and Plot F, New Jackson.
- 5.12. The Great Jackson Street entrance will be the main Site entrance, used by company staff and for delivery vehicles, including HGVs and tankers delivering aggregates and cement, respectively.

Aggregate and Cement Deliveries

- 5.13. Aggregates will be delivered in HGVs with a load capacity of 30 tonnes. The aggregates will be discharged into ground stocking bays for storage and later transferred by loading shovel into the aggregate bins on the concrete plant itself.
- 5.14. Three ground storage bays will be constructed to provide aggregate storage. The bays would be constructed from steel beams and timber sleepers erected on the made up yard.
- 5.15. The concrete plant will be fitted with four enclosed storage bins, each with the capacity to hold 24 tonnes of aggregate.
- 5.16. Cement will be delivered by 30 tonne road tanker and transferred into one of the 100 tonne silos by means of a closed system of hoses, using compressed air. Silos are vented to allow air to escape through filters, preventing dust emissions.

Traffic Routing for Raw Materials

- 5.17. Raw materials (aggregates and cement) will be delivered via the Mancunian Way, exiting onto Melbourne Street and then right onto Great Jackson Street.
- 5.18. All vehicles delivering raw materials will turn left out of the Great Jackson Street entrance and then left onto Chester Road and back on to the Mancunian Way.

Vehicle Movements

- 5.19. The submitted Transport Assessment note prepared by SK Transport concludes that the level of change forecast in all scenarios for vehicle movements in the Proposed Development is not significant when considered in the context of the Department of Transport significance thresholds and therefore will not have an impact on highway operation.
- 5.20. Heidelberg Materials have provided details of the maximum number of trips (average and peak) of the current operation, including staff and visitors (see Table 5.1, below).

Table 5.1: Current Total Traffic Flows – Total Site

Total Site	Daily Two-way Vehicles		Peak Hour Two-way Vehicles	
	Average Scenario	Peak Scenario	Average Scenario	Peak Scenario
Staff/Visitor Cars	28	28	14	14
Import Vehicles	32	63	3	6
Export Vehicles	52	101	5	10
Total	112	192	22	30

- 5.21. SK Transport has also calculated the likely future trips, based on schemes the plant is likely to serve (see Table 5.2).

Table 5.2 Future Total Traffic Flows – Total External Highway Network

External Network	Daily Two-way Vehicles		Peak Hour Two-way Vehicles	
	Average Scenario	Peak Scenario	Average Scenario	Peak Scenario
Staff/Visitor Cars	28	28	14	14
Import Materials	32	63	3	6
Export Materials	18	35	2	4
Total	78	126	19	24

- 5.22. The number of trips generated by the concrete batching plant are likely to be similar to existing levels. However, given the location of the developments the plant will serve, additional trips will be taken on the wider highway network. SK Transport has calculated that, on an average day, there will be an increase in daily traffic of 18 vehicles, and an increase in traffic during peak hours of two vehicles. There will be occasional fluctuations in production, and this is captured by the inclusion of a peak operation scenario. During this period, there will be a daily increase in traffic of 35 vehicles and an increase of four vehicles in traffic at peak hours. It is concluded that this is not significant when considered in the context of the Department of Transport significance thresholds and therefore will not have an impact on highway operation.

Dust Management

- 5.23. The submitted Dust Risk Assessment prepared by Enzygo concludes that any impacts from the proposed batching plant in relation to dust are predicted to be negligible at all locations, and as such are assessed as not significant. With regard to specific dust control measures, the following steps would be implemented onsite.

Cement Silos

- 5.24. All silos will be fully enclosed and vented through reverse air jet filters of sufficient capacity to avoid over pressurisation. In addition, each silo will be fitted with a high level and overpressure warning system with an automatic shut off valve to prevent over filling and release to atmosphere from over pressurisation. Regular maintenance will be undertaken to ensure all arrestment equipment is correctly functioning.

Raw Material Delivery and Storage

- 5.25. All aggregates (sand, gravel and crushed rock) will be delivered in sheeted vehicles and unloaded into the ground storage bays for later transfer to the aggregate bins on the batching plant itself.
- 5.26. Stocks will not be stored higher than the containment walls of the storage bays and will not be forward of the bays.
- 5.27. Cement and other bulk powders will be delivered in enclosed tankers and fed directly in to the silos. A delivery procedure would be enforced during silo filling. This procedure will include an emergency response plan.
- 5.28. With regard to the tipping of raw materials, as noted above deliveries will be in enclosed tankers. In exceptionally dry or windy conditions the hose facilities will be used, as appropriate, to dampen stocks.

Roadways and Yard Areas

- 5.29. All internal roadways and the yard area will be hard surfaced and kept in good repair.

- 5.30. Roadways and yards will be swept regularly to maintain cleanliness and a high standard of general housekeeping will be maintained.
- 5.31. Hose facilities will be used on heavily trafficked areas, as appropriate, to minimise the risk of dust emissions.

Truck Mixer Loading Point

- 5.32. The loading point for the truck mixers will be enclosed on both sides and to the rear, as shown on Plan 4. The batching operation proposed is a wet process, so that the cement, aggregate and water is mixed within the plant prior to discharge into the truck mixer.
- 5.33. The more traditional dry mix system requires all ingredients to be added to the mixer lorry and the lorry to undertake the mixing. Often this is done with the vehicle spinning the mixer drum at high speed with high engine revs. The wet mix process is therefore a quieter operation, reduces vehicle exhaust emissions and also reduces the potential for dust emissions to occur during the batching process.

Operational Control and Monitoring

- 5.34. Monitoring will be undertaken daily, and action taken where any abnormal emissions occur. Work instructions for Site operatives will be formulated for all environmental risks and emergency response plans put in place. Appropriate training will be provided to all staff with responsibility for operating the concrete batching plant.

Day to Day Operational Management

- 5.35. Heidelberg Materials has prepared an Operational Management document which sets out the concrete batching plant process at a high-level context. In terms of the management process regarding vehicles entering and exiting the Site, reversing warning beepers will be fitted on HGVs as a safety measure. All Site personnel will go through a health and safety induction to highlight the risks and procedures such as vehicular access and loading/unloading. As a further safety measure, truck mixers and other Site traffic will be using separate entrances, and therefore not operating in the same areas of the Site. There is a separate pedestrian walkway from the car park and welfare facilities to the plant, as shown on Plan 4.
- 5.36. To control any transfer of mud and dirt onto the highway resulting from the batching plant operation, a water hose will be located within the service yard for wheel cleaning.
- 5.37. Hours of operation will be in line with MCC Guidance GD03 (Monday-Friday 7.30am – 6pm; Saturday 8.30am – 2pm; Sunday/Bank holidays – no work). In instances when works are required outside these hours these will be agreed and approved in writing with MCC.

6. Planning Policy

- 6.1. This section lists relevant adopted planning policy which has been considered as part of the preparation of the planning application. The review covers national and local planning policies as well as other relevant guidance, where appropriate.
- 6.2. 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".*
- 6.3. The assessment in this section will demonstrate that the Proposed Development is in accordance with the Development Plan and can be defined as a sustainable development in line with the National Planning Policy Framework ("NPPF") (2024).

National Planning Policy and Guidance

National Planning Policy Framework

- 6.4. The National Planning Policy Framework (NPPF) (revised version published December 2024) articulates the priorities of the Plan for Growth within planning policy.
- 6.5. At the heart of the 2024 revised NPPF lies the 'presumption' in favour of sustainable development, which supports Proposed Development that is 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.
- 6.6. 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"*.
- 6.7. The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building *"a strong, responsive and competitive economy"* and ensuring growth is supported through availability of a sufficient amount of appropriately located land for the right type of development. Secondly, the social role is required to support communities by creating a high-quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should *"protect and enhance the natural, built and historic environment"*.
- 6.8. The Proposed Development complies with the principle of sustainable development as set out in the NPPF. The manufacturing use contributes to the local economy and serves as an interim use activating an otherwise-vacant plot prior to the permanent development coming forward. The Proposed Development is sited in a highly sustainable location for this use, in terms of proximity to the developments served by the plant to reduce carbon emissions and promote environmental protection.

Planning Practice Guidance

- 6.9. The Planning Policy Guidance ('PPG') was published in March 2012 and is regularly updated. It 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 is maintained as a live resource.
- 6.10. The advice which is of relevance to the Proposed Development is set out below.

Air Quality

6.11. The PPG highlights that it is important that the potential impact of new development on air quality is taken into account. The Proposed Development will provide a facility located circa 30 metres from the Crown Street Phase 3 and Plot F development sites and thereby reducing the otherwise 3.1- mile trip and associated pollutants from vehicles to the nearest concrete batching plant located at Daniel Adamson Road, Salford. Furthermore, the batching plant is primarily a wet process thereby limiting the amount of dust released into the environment.

Noise

6.12. The PPG notes that noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment. Fisher Acoustics have advised the noise impact of the batching plant is considered to be negligible. A technical note prepared by Fisher Acoustics accompanies this application.

Local Development Plan

- 6.13. The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To date only the Core Strategy DPD has been adopted by MCC. Within this context, the Development Plan comprises:
- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 – 2039 (2024);
 - Manchester Core Strategy (2012) (updated 2024);
 - Manchester Proposals Map (2012);
 - Saved Policies of the Manchester Unitary Development Plan (2005);
 - Greater Manchester Joint Waste Development Plan Document (2012); and
 - Greater Manchester Joint Minerals Plan (2013).
- 6.14. The Core Strategy was adopted in July 2012 and is the key overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long-term strategic policies for Manchester’s future development and forms the primary framework against which planning applications will be assessed. Despite being largely superseded by the Core Strategy, a number of UDP Policies have been “saved” and comprise part of the Development Plan. The Core Strategy must be read alongside the Places for Everyone Joint Development Plan, which was adopted in March 2024 and sets out development policies for the Greater Manchester Combined Authority city-region. Policies in Places for Everyone have replaced some portions of policy within the Core Strategy.

Manchester Core Strategy (2012)

- 6.15. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities. The Core Strategy was updated in 2024 to reflect where policies have been superseded by Places for Everyone (2024).
- 6.16. The relevant Core Strategy policies are summarised below in Table 6.1.

Table 6.1: Relevant Core Strategy Policies

Core Strategy Policy	Contribution and Benefits
Policy SP1 Spatial Principles - identifies the key spatial principles which will guide the strategic development of Manchester to 2027. One such principle is that the Regional Centre will be the focus for economic and commercial	<i>The Proposed Development accords fully with the aims of this policy. The continued temporary use of the concrete</i>

Core Strategy Policy	Contribution and Benefits
<p>development, leisure and cultural activity, alongside high quality city living.</p> <p><i>*Note this policy has been partially replaced by Places for Everyone Policy JP-S1 (see Table 6.2)</i></p>	<p><i>batching plant will facilitate the development of key landmark residential developments.</i></p>
<p>Policy EC1 Employment and Economic Growth in Manchester - The policy focuses primarily on the most significant employment-generating land uses (offices, industrial, etc.), and states that Manchester City Centre is a key location for such land uses.</p> <p><i>*Note this policy has been partially replaced by Places for Everyone Policies JP-J3 and JP-J4 (see Table 6.2)</i></p>	<p><i>The Proposed Development will generate employment for up to 12 full-time employees. It will also support local businesses and many skilled local contractors, required to provide specialist input and knowledge. This includes electricians and contractors involved in plant and machinery repair and maintenance, plant hire and work of a more general nature. The Proposed Development would also maintain employment for hauliers, delivering fine aggregate, coarse aggregate and cement. Thereby assisting in continuing the economic growth of the City, improving the accessibility and deliverability of building materials.</i></p>
<p>Policy EC 3 The Regional Centre - Within the Regional Centre, development for employment generating uses including offices and other commercial development will be encouraged.</p>	<p><i>The Site falls within the Regional Centre and will provide employment during the operation of the development.</i></p>
<p>Policy EC 8 Central Manchester - The Council will promote development which has had regard to ensuring employment within Central Manchester complements those uses within the City Centre.</p>	<p><i>The Proposed Development is in accordance with this policy, providing a batching plant to facilitate the development of several major residential schemes in the City Centre.</i></p>
<p>Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.</p>	<p><i>Sections 5 and 6 of this Statement detail how the Proposed Development has regard for issues that might impact on the surroundings such as noise, dust, traffic generation and vehicular access.</i></p>
<p>Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development & Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.</p> <p><i>*Note these policies have been partially replaced by Places for Everyone Policies JP-S2, JP-S4 and JP-G8 (see Table 6.2)</i></p>	<p><i>The batching plant will be serving developments including New Jackson, Trinity Islands and Greengate. The close proximity between the batching plant and the construction sites, particularly in relation to the New Jackson developments, will significantly reduce the number of journeys through the City Centre by an estimated 64 concrete wagons daily. Concrete wagons will not have to travel the 3.1 miles (one way) from the next closest batching plant located at Daniel Adamson Road, Salford, as this will reduce to circa 30 metres between the New Jackson development sites and the existing temporary concrete plant. During the construction period of Crown Street Phase 3 and Plot F, it is estimated that the road miles of the wagons will reduce by 200,000 miles (based on 64 wagon movements per day). This will reduce the number of lorries on the wider network and will thereby</i></p>

Core Strategy Policy	Contribution and Benefits
	<p><i>not exacerbate congestion on the highway network within the City Centre.</i></p> <p><i>The reduction in the number of large vehicles would also help reduce the amount of CO2 that would otherwise be produced from these vehicles.</i></p>
<p>Policy EN14 Flood Risk - In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development Proposed Development, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.</p> <p><i>*Note this policy has been partially replaced by Places for Everyone Policy JP-S4 (see Table 6.2)</i></p>	<p><i>The Site falls within Flood Zone 1 and is below the 0.5 ha threshold for preparation of flood risk assessments. Drainage has been considered as noted in this statement and no issues have been identified. The batching plant will include the recycling of water through the use of a reclaimer system.</i></p>
<p>Policy EN 16 Air Quality - The Council will seek to improve the air quality within Manchester. Developers will be expected 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. 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.</p> <p><i>*Note this policy has been partially replaced by Places for Everyone Policy JP-S5 (see Table 6.2)</i></p>	<p><i>Measures to control dust are contained in section 5. Furthermore, the close proximity between the batching plant and construction sites will reduce the distance travelled by vehicle and thereby reducing the level of fumes from vehicle movements. The Dust Risk Assessment prepared by Enzygo and submitted with this application confirms that the dust impacts from the Proposed Development are negligible due to measures such as mitigation initiatives.</i></p>
<p>Policy EN19 Waste – the Council will require all developers to demonstrate the consistency of proposed developments with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.</p>	<p><i>Waste will be recycled as far as possible. In addition there will be reduced waste production on Site as no concrete will be disposed of generated from a washing out procedure as all materials are recycled on Site. Further details of waste are contained within section 5 of this Statement.</i></p>
<p>Policy T1 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and</p>	<p><i>The batching plant is located on Great Jackson Street and is easily accessible by road and public transport. Given the nature of the facility, it is not expected large amounts of people will be travelling to the Site. In terms of the delivery vehicles travelling to the Site, the facility will remove the</i></p>

Core Strategy Policy	Contribution and Benefits
businesses and to prepare for carbon free modes of transport	<i>need for deliveries to travel from the Daniel Adamson Road batching plant site, thereby reducing the distance the vehicles will travel from 3.1 miles to circa 30 metres.</i>

Policies from Places for Everyone (2024)

6.17. The relevant Places for Everyone policies are summarised below in Table 6.2.

Table 6.2: Relevant Places for Everyone Policies

Policies from Places for Everyone (2024)	Contribution and Benefits
JP-S1 Sustainable Development – To tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously and minimise its adverse impacts.	<i>The Proposed Development is in a sustainable location, such that vehicle trip lengths are reduced due to the proximity of the batching plants to the developments it will serve. This has an economic benefit on the construction programme and reduces carbon emissions, providing environmental benefits. Dust mitigation measures serve to reduce impacts on surrounding residential developments to negligible levels.</i>
JP-S2 Carbon and Energy – In achieving the aim of a carbon neutral Greater Manchester by 2038, initiatives in development to minimise and reduce carbon emissions are supported.	<i>The Proposed Development will reduce carbon emissions by reducing the need for vehicles to travel 3.1 miles to the nearest alternative batching plant to service the developments with concrete, instead reducing this journey to c. 30 metres in some instances.</i>
JP-S4 Flood Risk and the Water Environment – Drainage systems should be sustainable, and developments should aim to reduce adverse air quality impacts, particularly in the City Centre, as far as possible.	<i>Drainage has been considered, as noted in this Statement, and no issues have been identified. The batching plant will include the recycling of water through the use of a reclaimer system..</i>
JP-S5 Clean Air – To promote improvement of air quality, developments will be supported where they are located so as to reduce air pollution generated by transport. The policy supports the sustainable distribution of goods through the urban area.	<i>The Proposed Development has been located sustainably, in close proximity to the developments it will serve with concrete, to reduce emissions and air quality impacts by reducing the distance vehicles need to travel. That the Proposed Development will not result in significant dust impacts is set out in the submitted Dust Risk Assessment.</i>
JP-J3 Office Development – Provision of accessible new office floorspace will be promoted through the plan period, particularly seeking to enhance Manchester City Centre's position as the premier office location outside London. Industrial uses such as manufacturing, logistics, storage and distribution are promoted. Logistics is promoted for its potential to support economic objectives by reducing the number of HGV journeys, and emphasis is placed on retaining accessible industrial premises.	<i>The Proposed Development is an industrial facility for manufacture of concrete, located in Manchester City Centre, in close proximity to the developments which it will serve. This accessible location enhances economic efficiency and reduces emissions by shortening HGV journeys from plant to development sites.</i>
JP-J4 Industry and Warehousing Development – Supports the provision of accessible industrial floorspace, to support	<i>The Proposed Development is an industrial manufacturing operation which supports delivery of large-scale</i>

Policies from Places for Everyone (2024)	Contribution and Benefits
Manchester's economic growth and the availability of local jobs.	<i>developments which contribute to Manchester's economic growth. In doing so, the operation of the plant will contribute 12 full time employment positions, fuelling the local economy.</i>

Saved Policies of the Unitary Development Plan (1995)

- 6.18. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012, significant proportions of the UDP have been replaced; however, a number of policies were saved on 11 July 2012 and remain extant. The relevant Saved UDP policies are summarised below in Table 6.3.

Table 6.3: Relevant Saved UDP Policies

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
<p>DC26 Development and Noise - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:</p> <ul style="list-style-type: none"> a) the effect of new development Proposed Development which are likely to be generators of noise; and b) the implications of new development being exposed to existing noise sources which are effectively outside planning control. 	<p><i>Section 5 of this Statement details how the Proposed Development have regard for issues that might impact on the surroundings such as noise, traffic generation and vehicular access. In summary, Fisher Acoustics have assessed and confirmed noise limits are acceptable.</i></p>

Supplementary Planning Documents and Guidance

- 6.19. Supplementary Planning Documents (SPDs) do not form part of the statutory development plan, but do provide guidance on the application of development plan policies and can constitute material considerations in the determination of planning applications. Of the SPDs adopted by MCC, the Guide to Development in Manchester Supplementary Planning Document (2007) is of relevance to this application and has been considered in the design of the Proposed Development.

Great Jackson Street Development Framework

- 6.20. The latest version of the GJS Development Framework was endorsed in 2018. Since that time, development has been coming forward in line with the Framework's guiding principles. The Proposed Development will serve developments coming forward in the Framework area and provides an active use of the Site in advance of the proposals for Plot D being consented and delivered.

Summary

- 6.21. This section of the Planning and Design and Access Statement demonstrates how the Proposed Development is in accordance with the Local Development Plan and is further supported by the NPPF.
- 6.22. The effect of the Proposed Development has been comprehensively assessed through a range of technical reports to ensure that the impact of the Proposed Development is acceptable.

- 6.23. The Application has addressed the key planning issues relating to the Site and the Proposed Development through a detailed review of the policies and guidance that are applicable to the Site. It has also balanced these policy requirements with site-specific considerations.
- 6.24. The Proposed Development accords with national, regional and local planning policy and guidance, and will support the delivery of several key developments in the Great Jackson Street Regeneration Framework area, in wider Manchester and in Salford.

7. Key Planning Considerations

Environmental Management

- 7.1. Heidelberg Materials is committed to compliance with the requirements of BES 6001, ISO 9001, ISO 14001, BS OHSAS 18001 and the CE certification marking schemes relevant to its products. The site will continue to operate in accordance with the management systems Heidelberg Materials have put in place, in order to demonstrate compliance with these standards.
- 7.2. In addition, the company maintains a documented environmental management system at all of its operations.
- 7.3. BES 6001 (Framework Standard for the Responsible Sourcing of Construction Products (RSM)). RSM provides a comprehensive approach to managing products from the point at which the material is quarried in its raw state, through processing and onwards to the point at which it is delivered to the Site. It provides those who purchase the company's products with the knowledge that the products and constituent materials have been manufactured responsibly in terms of legal compliance and sustainability.

Ground Conditions

- 7.4. Geo-Assist prepared a Phase 1 Desk Study and Preliminary Contaminated Land Risk Assessment as part of the original application, which was re-submitted in 2020 and is also submitted in support of this application. In summary, the evidence within the assessment indicates that the site is unlikely to pose a significant risk to end users, and both surface and groundwater receptors, given a commercial end use scenario. The proposed use of the Site as a temporary batching plant is unlikely to create an increased environmental risk to groundwater receptors, provided good environmental site practice is adhered to.

Noise

- 7.5. An updated statement has been prepared by Fisher Acoustics and submitted as part of this application. This updated acoustic assessment takes into account new noise receptors that have been introduced to the area since submission of the original concrete batching plant planning application.
- 7.6. The updated acoustic assessment concludes that the potential noise impact from the continued use of the concrete batching plant is considered to be negligible. For further details, please refer to the Noise Impact Assessment Note, prepared by Fisher Acoustics (dated 17 February 2025).

Air Quality

- 7.7. A Dust Risk Assessment prepared by Enzygo has been submitted with this application. The Assessment has been undertaken following a baseline assessment including a site survey, assessing new sensitive receptors in the form of nearby residential buildings either under construction or soon to be implemented.
- 7.8. The Assessment concludes that any impacts from the proposed batching plant in relation to dust are predicted to be negligible at all locations, and as such are assessed as not significant. This is due to factors such as dust control measures implemented on Site.

Surface Water Management

- 7.9. The profile of the concrete slab would ensure that all surface water is collected and pumped to the recycling tank for re-use within the concrete batching process. In the event of sustained rainfall (such that the recycling tank and wedge pit reached capacity) any excess water will be pumped into the foul drainage system.

Traffic Management

- 7.10. As noted in Section 5, the existing Site access points from Melbourne Street and Great Jackson Street will continue to be used in connection with the operation of the concrete batching plant. In addition, SK Transport has concluded that the vehicle trips are similar to the current situation, albeit there will be additional vehicles (18 daily on average) on the wider network due to those sites outside of New Jackson. It is concluded that this is not significant when considered in the context of the Department of Transport significance thresholds.

Sustainability and Climate Change

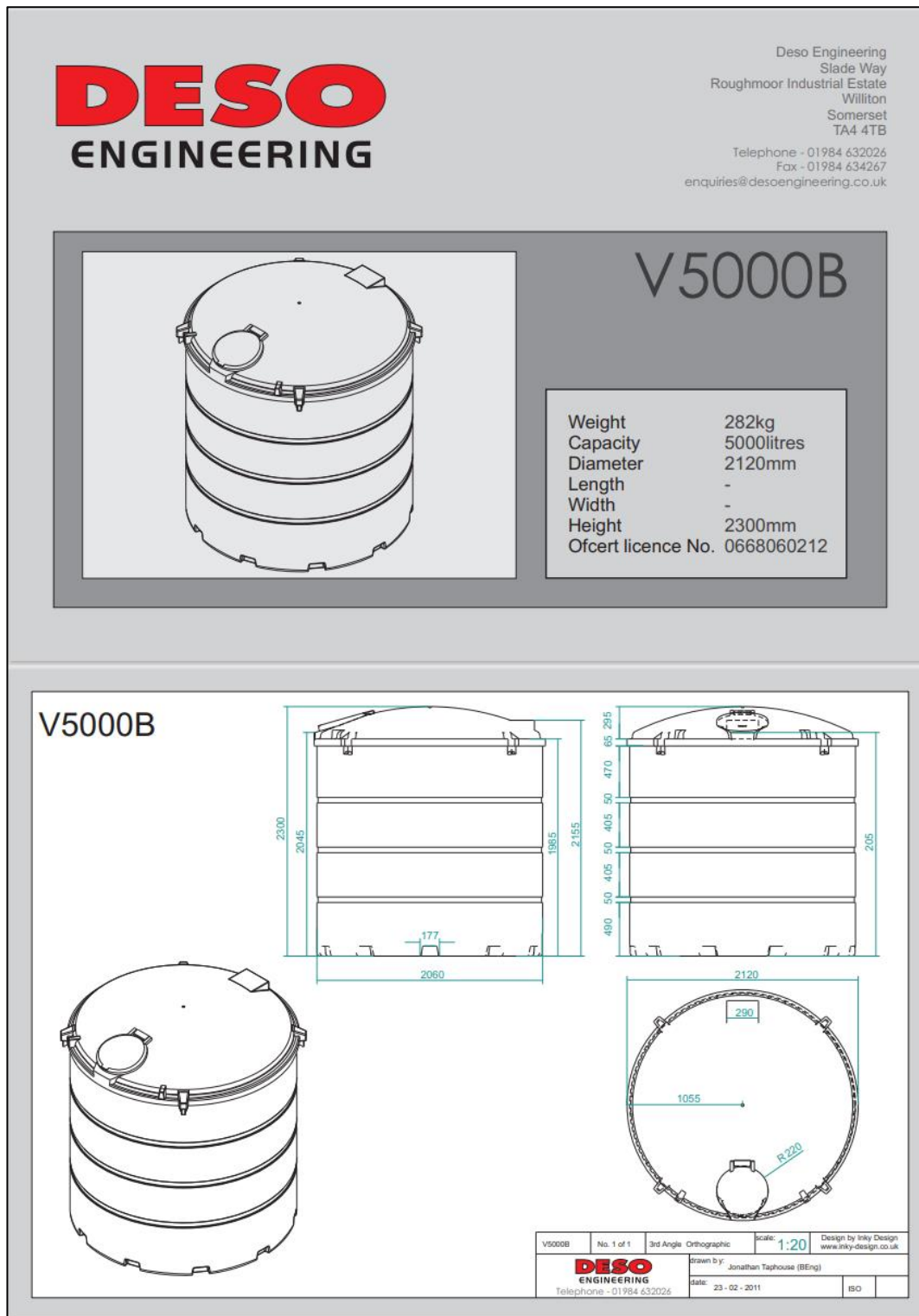
- 7.11. Heidelberg Materials' aim is to be a leading sustainable business, trusted and respected by its stakeholders for the ethics it adopts and the products it supplies. Its approach is built around five themes which underpin its sustainability policy and performance indicators:
- Management systems for continual improvement
 - Creating sustainable communities
 - Climate change and energy
 - Sustainable consumption and production
 - Natural resource protection and enhancing the environment.
- 7.12. An integrated approach is taken to all its business processes, which are built around a single sustainability policy that is regularly reviewed for continuing suitability and appropriateness.
- 7.13. Heidelberg Materials considers effective management of safety, health, environment, quality and responsible sourcing to be of prime importance to the sustained success of its business.
- 7.14. The company communicates its policy to all employees, contractors, visitors and other key stakeholders seeking to ensure that it is understood and implemented. Its policy is made available to its supply chain and other interested parties to inform and promote wider adoption of responsible practices. As an absolute minimum, Heidelberg Materials complies with the law and other regulatory requirements applicable to its business. The resourcing and implementation of this policy is the responsibility of its management team. Co-operation in the effective implementation of the policy is a condition of employment, partnership and supply.
- 7.15. The Proposed Development is positioned adjacent to Plot F and Crown Street Phase 3. By utilising the existing concrete batching plant that is located approximately thirty metres from both sites, the impacts associated with climate change are being mitigated:
- The close proximity between the batching plant and the construction sites significantly reduces the number of journeys through the City Centre. This will reduce the number of lorries on the wider network and will thereby not exacerbate congestion on the highway network within the city centre.
 - This reduction in the number of large vehicles would also significantly reduce the amount of CO₂ that would otherwise be produced from these vehicles, which is also important in considering the Site's location within the City Centre AQMA.
 - The close proximity between the batching plant and construction sites will allow for the efficient delivery of concrete, and for this to be done on a supply, and demand basis
 - The existing purpose-built plant has the benefit of reducing the amount of waste concrete going to landfill and facilitate the recovery and reuse of aggregates and water, as a reclaimer system is used to wash out the mixer trucks and separates the solids from the grey water. The grey water is fed back into the concrete in combination with fresh water.
- 7.16. Similar applies for other sites across Manchester, given the close proximity of the Site in comparison to the nearest alternative plant in Salford.

- 7.17. It is considered that the Proposed Development is consistent with MCC's aspirations on Climate Change. The Proposed Development shows a commitment to ensuring efficiencies in delivering concrete to the construction sites and, as such, limits embodied carbon to a level which is reasonably practicable.

8. Summary and Conclusions

- 8.1. This Statement accompanies an application for temporary Planning Permission, submitted to MCC on behalf of Renaker Build Limited in respect of the continued temporary use of a concrete batching plant and ancillary development, as approved under application ref.128203/FO/2020, located on Plot D on Great Jackson Street in Manchester City Centre.
- 8.2. This application relates to the continued temporary concrete batching plant (for the manufacture and sale of ready mixed concrete) and ancillary development for a three-year period, to support the ongoing delivery of developments in the Great Jackson Street Framework area (notably at Plot F and Crown Street Phase 3) and elsewhere in the City Centre / Salford as noted in Section 2 of this Statement.
- 8.3. The alternative approach would be to use the nearest alternative batching plant in Salford, located 3.1 miles away, which would result in substantially greater miles travelled by concrete lorries travelling to and from the Site to the respective city centre development sites. This Statement sets out the rationale for the proposed continued temporary use and the key benefits, which include reduction of vehicles on the highway, reducing pollution from these vehicles and the ongoing employment generation.
- 8.4. The operator has extensive experience in the delivery and operation of batching plant facilities and their credentials and safety measures are set out within this Statement.
- 8.5. The Proposed Development has been discussed with MCC and, overall, it is considered that the Proposed Development is in accordance with the aims of planning policy at national, regional and local levels, including the NPPF, Places for Everyone and the adopted Manchester Core Strategy. The Proposed Development therefore merits support from MCC and the grant of Planning Permission.

Appendix 1 - Deso 5000 litre Bunded Tank Specification





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