

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139000/JO/2024

Date registered valid: 4 December 2024

Proposal: Variation of conditions 2 (approved dwgs), 6 (Parking Strategy), 9 (Travel Plan) and 10 (Landscaping) attached to planning permission 128651/FO/2020 to allow for elevational alterations and to allow for trigger point to be completion of final phase of development.

Address: Cobbett House, Manchester Royal Infirmary, Oxford Road, Manchester, M13 9WL

Ward(s): Ardwick Ward

Applicant: Mr Stuart Malcolm Manchester Foundation Trust

Agent (if any): Mr Richard Gill Day Architectural

Case officer: Michael Pearson
Tel: 0161 219 2735
Email: michael.pearson@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27/02/2025

Application details

Type of application: Variation or Removal of Condition

Development type: Major Other

Date of site visit:

Standard consultations:

Printed: 12 December 2024

Expired: 5 January 2025

Neighbour notifications

Printed: 12 December 2024

Expired: 5 January 2025

Site notice

Posted: 17 January 2025 Expired: 7 February 2025

Press advert

Published: 17 December 2024

Expired: 31 December 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to the north-eastern corner of the MRI building which forms the A&E Adults Unit. The site as existing is currently undergoing works relating to the implementation of a new four storey building, known as Project Red, approved under planning permission 128651/FO/2020. The build would be finished in aluminium cladding. The site that remains undeveloped features a modernist post-war property characterised by concrete panels and protruding glass bays.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The neighbouring area is largely characterised by the Manchester Royal Infirmary site itself, an expansive estate of buildings in medical uses of varying ages, designs and scale. To the north lies the University of Manchester campus, an area characterised by a high number of buildings in educational uses. To the east and west of the site lie 2no arterial roads that lead to the heart of Manchester City Centre, Oxford Road and Upper Brook Street.

Description of development

The application seeks to vary conditions 2 (approved dwgs), 6 (Parking Strategy), 9 (Travel Plan) and 10 (Landscaping). The alterations are to allow for elevational alterations and to allow for condition trigger points to be the completion of the final phase of development.

The proposed elevational alterations would see an increase in the height of the property's parapet to allow for roof access and a secondary emergency escape. This has then prompted the increase in the height of the veil and the brise soleil elements.

Roof level plant has been redesigned, leading to an increased height but reduced depth, to allow for easier maintenance. Cladding panel sizes have also been revised to meet manufacturer requirements, being reduced in height, leading to an arrangement of 3 rows of cladding panels rather than 2.

Proposed amendments to the wording of conditions 6, 9 and 10, would allow for the trigger point for their discharging to be upon the completion of Phase 2 of the development, rather than Phase 1.

A revised noise impact assessment pursuant to condition 12 has been submitted for consideration.

Planning History

A high number of applications are on record for the application site, the most relevant of which are shown below:

CDN/24/0968 - Discharge of Conditions 3 (Materials) and 11 (Fumes) of planning permission referenced 128651/FO/2020 – Approved November 2024.

CDN/22/0489 - Discharge of planning conditions 4 (Construction Management Plan), 5 (Servicing), 14 (Air Quality), 15 (Archaeology), 16 (Drainage) and 22 (Japanese Knotweed) associated with planning permission 128651/FO/2020 – Split decision issued, approved and refused April 2024.

128651/FO/2020 - Erection of four storey plus roof plant enclosure extension to the emergency department at Manchester Royal Infirmary, including associated partial demolition and reconfiguration of existing buildings, external facade alterations and external landscaping works – Approved March 2021.

Consultations & Notification Responses

Environmental Health – No objection subject to condition requiring the development to be implemented in accordance with the submitted noise impact assessment.

Highways – No objection.

Publicity – None received.

Policy

The Manchester Core Strategy – Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on the 11th of July 2012:

- Policy SP1 – Spatial Principles
- Policy EC1 – Employment and Economic Growth in Manchester
- Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
- Policy EN1 – Design Principle and Strategic Characters Areas
- Policy DM1 – Development Management

The Unitary Development Plan for Manchester – For the reasons outlined below the following saved UDP Policies are of relevance to this application:

- Policy DC26 – Development and Noise

The Places for Everyone Plan - Joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:

- Policy JP-Strat2 – City Centre

National Planning Policy Framework (NPPF)

- Chapter 9 – Promoting Sustainable Transport
- Chapter 12 – Achieving Well-Designed Places

Issues

Principle of the development

The application was approved under planning permission 128651/FO/2020, the proposed amendments would not fundamentally alter the heart of the development and only relate to cosmetic alterations and the trigger points for the discharging of conditions. In light of this, the development accords with Core Strategy Policies SP1, EC1 and CC1 in principle, subject to the matters discussed below.

Visual Amenity

The development approved under planning permission 128651/FO/2020 utilised a stepped façade comprised of varying materials, including equitone tectiva cladding panels and anodised aluminium cladding panels.

The proposed alterations would see this relationship largely retained, with some slight alterations to allow for the practical operation and implementation of the development. These include the raising of the height of the property's parapet to allow for roof access, this has then prompted the need to raise the height of the property's veil and brise soleil elements. Alterations to the sizes and composition of the property's aluminium cladding panels has also been required in order to be brought into line with manufacturer's requirements, fundamentally this has required that the veil be comprised of 3no rows of cladding panels instead of 2no.

The relocation of rooftop plant has been brought about by the need to accommodate raised plant decks and allow maintenance space to the roof beneath. It is considered these changes, whilst going beyond that of the original permission, are relatively minor so as not to drastically alter the appearance of the development. The proposed roof plant would still be largely screened from view and the aluminium cladding and brise soleil would still give the façade an attractive finish. Consequently, the proposal is acceptable in this regard and therefore accords with Core Strategy Policy EN1 and DM1, and the National Planning Policy Framework.

Residential Amenity

The proposed physical alterations to the development would see its maximum overall height be left unaltered and its rooftop plant screen only be increased in height by 250mm. It is considered that the alterations to the overall form of the building are so minor so as not to have any perceivable impact on neighbouring amenity with regard to loss of light, privacy or overshadowing. Further to this however, a revised noise impact assessment has been submitted, which Environmental Health has found to be acceptable, will require the wording of condition 12 part a to be updated to refer to the new assessment. Environmental Health have also requested a

separate condition controlling plant acoustics be attached. Subject to such conditions, the development is acceptable with regard to its impact on neighbouring amenity in accordance with Core Strategy Policy DM1, the Saved Unitary Development Plan Policy DC26 and the National Planning Policy Framework.

Highway Safety

The proposed cosmetic alterations would not alter how the development interacts with the public highway and would not require an increase in parking provision on site. The development would however see the alteration of conditions 6 (Travel Plan) and 9 (Parking Strategy) so that condition 6 and part b of condition 9 can both be discharged after the completion and full occupation of phase 2 of the development. Highways do not object to the proposal. In light of the fact that a parking strategy will still be required to be agreed, the development is acceptable with regard to its impact on highway safety and thereby accords with Core Strategy Policy DM1 and the National Planning Policy Framework.

Other Matters

The development also seeks consent to alter the trigger point for condition 10 (Landscaping) so that final details regarding the approved landscaping measures do not need to be submitted until the completion and full occupation of phase 2 of the development. Taking into account how the proposed alteration to the wording of the condition is to refer to the phasing of the development to allow for phase 1 to go ahead and be completed, it is considered the proposed alteration is acceptable and accords with Core Strategy Policy DM1 and the National Planning Policy Framework.

Conclusion

In light of the above, the development has been found to be acceptable, with the proposed alterations having little impact on the street scene compared to that previously approved and is still of a high quality of design. The development is therefore in accordance with Core Strategy Policies SP1, EC1, CC1, EN1 and DM1, Saved Unitary Development Plan Policy DC26, Places for Everyone Plan Policy JP-Strat2 and the National Planning Policy Framework.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred

by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

The applicant sought pre-application advice from the City Council prior to the submission of this planning application and advice given was incorporated into the design of the proposal. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been included in the decision, with the mutual agreement of the applicant, to ensure the development is acceptable.

Condition(s) to be attached to decision for approval

- 1) The development must be begun not later than the 11/03/2024.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- o RED-DAY-00-XX-DR-A-070103 Existing Site Sections P01 13/11/2020
- o RED-DAY-00-00-DR-A-070104 Existing Plan - Level 00 P01 13/11/2020
- o RED-DAY-00-01-DR-A-070105 Existing Plan - Level 01 P01 13/11/2020
- o RED-DAY-00-02-DR-A-070106 Existing Plan - Level 02 P01 13/11/2020
- o RED-DAY-00-03-DR-A-070107 Existing Plan - Level 03 P01 13/11/2020
- o RED-DAY-00-R1-DR-A-070108 Existing Plan - Roof P01 13/11/2020
- o RED-DAY-00-00-DR-A-070109 Existing Elevation - North P01 13/11/2020
- o RED-DAY-00-XX-DR-A-070110 Existing Elevation - East P01 13/11/2020
- o RED-DAY-00-XX-DR-A-070111 Existing Elevation - South P01 13/11/2020
- o RED-DAY-00-00-DR-A-070112 Site Demolition Plan - Phase 1 P01 13/11/2020
- o RED-DAY-00-00-DR-A-070113 Site Demolition Plan - Phase 2 P01 13/11/2020
- o RED-DAY-00-00-DR-A-070120 Project Phasing P01 13/11/2020
- o RED-DAY-00-00-DR-A-070148 Proposed Landscaping Plan P01 13/11/2020

Documents and Supporting Information

- o Ecological Appraisal - 2327-E1_Project Red. Manchester Royal Infirmary_P.E.A._1_Ecological Appraisal
- o Air Quality Assessment - 3866r1 - Air Quality Assessment - Manchester Royal Infirmary_1
- o Climate Change And Sustainability Statement - Project RED Climate Change And Sustainability Statement_B
- o Drainage Strategy - RED-AJP-XX-00-DR-C-0901-P01 DRAINAGE STRATEGY
- o Flood risk Assessment & Drainage Strategy Report - - RED-AJP-XX-00-RP-C-0900-P01 FRA and DRAINAGE REPORT

- o Ventilation Statement - RED-HLE-XX-XX-RP-U-500002_P01_Ventilation
- o Lighting Strategy - RED-HLE-ZZ-ZZ-RP-Y-630001_Lighting
- o Sustainability Report - REP-2323782-05-BFE-20201013-Project-Red-Part-L2B_Rev02_2_Sustainability
- o Sustainability Report - REP-2323782-05-BFE-20201104-Project-Red-LZC Feasibility-Rev02_2_Sustainability
- o Transport Statement - 201111 Transport Statement
- o Contaminated Land Report - Project RED Phase 2 Ground Investigation Report_1_Land Contamination
- o Contaminated Land Report - Project RED Phase 1 Ground Investigation Report_1_Land Contamination
- o Contaminated Land - 70037279_MRI_Preliminary Risk Assessment_Land Contamination

All as approved under application 128651/FO/2020.

Plans

- o DAY-00-00-DR-A-070101 Revision P02: Location Plan
- o DAY-00-00-DR-A-070102 Revision P02: Existing Site Plan P01
- o DAY-00-00-DR-A-070114 Revision P02: Proposed Site Set-Up - Phase 1
- o DAY-00-00-DR-A-070115 Revision P02: Proposed Site Set-Up - Phase 2
- o DAY-00-XX-DR-A-070116 Revision P03: Existing Building Demolition Plans - Phase 1
- o DAY-00-XX-DR-A-070117 Revision P03: Existing Building Demolition Plans - Phase 2
- o DAY-00-XX-DR-A-070118 Revision P03: Existing Building Demolition Elevations - Phase 1
- o DAY-00-XX-DR-A-070119 Revision P03: Existing Building Demolition Elevations - Phase 2
- o DAY-00-00-DR-A-070121 Revision P02: Proposed Site Plan - Phase 1
- o DAY-00-00-DR-A-070122 Revision P03: Proposed Plan - Level 00 - Phase 1
- o DAY-00-01-DR-A-070123 Revision P03: Proposed Plan - Level 01 - Phase 1
- o DAY-00-02-DR-A-070124 Revision P03: Proposed Plan - Level 02 - Phase 1
- o DAY-00-03-DR-A-070125 Revision P03: Proposed Plan - Level 03 - Phase 1
- o DAY-00-R1-DR-A-070126 Revision P03: Proposed Plan - Roof - Phase 1
- o DAY-00-XX-DR-A-070127 Revision P03: Proposed Elevation - North - Phase 1
- o DAY-00-XX-DR-A-070128 Revision P03: Proposed Elevation - East - Phase 1
- o DAY-00-XX-DR-A-070129 Revision P03: Proposed Elevation - South - Phase 1
- o DAY-00-XX-DR-A-070130 Revision P03: Proposed Section - A-A - Phase 1
- o DAY-00-XX-DR-A-070131 Revision P03: Proposed Section - B-B - Phase 1
- o DAY-00-XX-DR-A-070132 Revision P03: Proposed Section - C-C - Phase 1
- o DAY-00-XX-DR-A-070133 Revision P03: Proposed Section - D-D - Phase 1
- o DAY-00-00-DR-A-070134 Revision P03: Proposed Site Plan - Phase 2
- o DAY-00-00-DR-A-070135 Revision P03: Proposed Plan - Level 00 - Phase 2
- o DAY-00-01-DR-A-070136 Revision P03: Proposed Plan - Level 01 - Phase 2
- o DAY-00-02-DR-A-070137 Revision P03: Proposed Plan - Level 02 - Phase 2
- o DAY-00-03-DR-A-070138 Revision P03: Proposed Plan - Level 03 - Phase 2
- o DAY-00-R1-DR-A-070139 Revision P03: Proposed Plan - Roof - Phase 2
- o DAY-00-XX-DR-A-070140 Revision P03: Proposed Elevation - North - Phase 2
- o DAY-00-XX-DR-A-070141 Revision P06: Proposed Elevation - East - Phase 2
- o DAY-00-XX-DR-A-070142 Revision P03: Proposed Elevation - South - Phase 2
- o DAY-00-XX-DR-A-070143 Revision P03: Proposed Section - A-A - Phase 2
- o DAY-00-XX-DR-A-070144 Revision P03: Proposed Section - B-B - Phase 2
- o DAY-00-XX-DR-A-070145 Revision P03: Proposed Section - E-E - Phase 2
- o DAY-00-XX-DR-A-070146 Revision P03: Proposed Section - F-F - Phase 2
- o DAY-00-XX-DR-A-070147 Revision P03: Proposed Site Sections
- o DAY-00-00-DR-A-070149 Revision P03: Gas Manifold

- o DAY-00-XX-DR-A-070150 Revision P04: GIFA

All received by the City Council as Local Planning Authority on 12/11/2024.

Documents and Supporting Information

- o Noise Assessment For Planning AEC Report: P4171/R01b/DMT (Prepared by AEC; Dated 14/08/2024; Received 12/11/2024)
- o Design & Access Statement Revision B (Prepared by Day Architectural; Dated December 2024; Received 04/12/2024)
- o Project RED requested amendments to condition No. 6, 9 and 10 for clarification of phasing of development letter (Prepared by Day Architectural; Dated 16/12/2024; Received 14/01/2025)

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) The development shall be phased in accordance with the following drawing numbers.

- o Phase 1 of the development shall constitute the works as shown on drawing nos. DAY-00-00-DR-A-070114 Revision P02 and DAY-00-00-DR-A-070121 Revision P02.
- o Phase 2 of the development shall constitute the works as shown on drawing nos. DAY-00-00-DR-A-070115 Revision P02 and DAY-00-00-DR-A-070134 Revision P03.

Reason - For the avoidance of doubt, pursuant to Policy DM1 of the Core Strategy, as the development is proposed to be carried out in a phased manner.

4) The material finish of the development hereby approved shall be completed in accordance with the following documents:

- o 070400 Revision P01: Condition 3 Material Samples Submission

All received by the City Council as Local Planning Authority on 14/10/2024 and approved under application CDN/24/0968.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Core Strategy.

5) Within three months of the date of this decision notice, a detailed construction/fit-out management plan outlining working practices during development for both phases, shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include:

- Hours of site opening/operation;
- Display of an emergency contact number;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity;
- Types and frequency of vehicular demands;
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;

- The erection and maintenance of security hoardings;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times; and
- Community consultation strategy.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The construction management plan will cover the phased construction of the works if required. The development shall then be carried out in accordance with the approved construction management plan(s).

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the City of Manchester Core Strategy.

6) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy SP1 and DM1 of the City of Manchester Core Strategy and saved Unitary Development Plan for the City of Manchester policy DC26.

7) Notwithstanding the plans and documents specified in condition 2, prior to the occupation of phase 2 of the development hereby approved, a detailed parking strategy, including swept path analysis, and provision for disabled parking spaces and details of car parking management, and car parking space allocation, shall be submitted to, and approved by, the City Council, as local planning authority. The detailed parking strategy shall include a temporary parking strategy. The parking strategy shall be fully implemented within a period of 3 months following the approval of the above details.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the City of Manchester Core Strategy and the Manchester the Guide to Development.

8) Prior to the first occupation of each phase of the development, a servicing strategy and management plan including a schedule of loading and unloading locations, details of internal service bays and on-street servicing laybys, for that phase, shall be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall take place thereafter in accordance with the approved strategy.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the City of Manchester Core Strategy.

9) Prior to the first occupation of each phase of the development, details regarding space and facilities for bicycle parking shall be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

10) a) Prior to the first occupation of each phase of the development, a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those residing, attending or employed within the building;
- ii) a commitment to surveying the travel patterns of residents and staff during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services; and
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) Within six months of the completion and full occupation of phase 2 of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To ensure that measures are in place to reduce the dependency of residents and staff within the building from accessing the building by car pursuant to highway and pedestrian safety and to reduce the highway impacts of the development, pursuant to policy DM1 of the City of Manchester Core Strategy.

11) Notwithstanding condition 2, prior to the completion and full occupation of phase 2 of the development, a programme for the submission of final details, including where relevant samples and jointing details of all landscaping shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- o Details of the proposed hard landscape materials;
- o Details of the materials;
- o Details of the proposed tree species within the landscaping including proposed size, species and planting specification including tree pits and design;
- o Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and soft landscaping;
- o Details of the proposed street furniture including seating, bins and lighting;
- o Details of any external steps and handrails;
- o A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance; and details of the number, design and location of the secure cycle parking spaces.

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9, EN14 and EN15 of the City of Manchester Core Strategy.

12) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with the following documents:

- o Ventilation, Extraction and Odour Statement Revision P03 (Prepared by Hoare Lea; Dated 06/09/2024)

All received by the City Council as Local Planning Authority on 14/10/2024 and approved under application CDN/24/0968.

The approved scheme shall be fully implemented for each phase prior to first occupancy of that phase and shall remain operational thereafter.

For the avoidance of doubt mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - To ensure an adequate fume extraction system is put in place in the interest of visual and residential amenity pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester.

13) a) Any externally ancillary equipment, plant and servicing and servicing hereby approved shall be selected and/or acoustically treated and installed in full accordance with noise limits and mitigation measures as set out in the following submitted document:

NOISE ASSESSMENT FOR PLANNING (14 November 2024 - AEC Report: P4171/R01b/DMT), stamped as received by the City Council as Local Planning Authority on 12 November 2024.

b) Notwithstanding the approved plans and documents as specified in condition 2 and the above part a, prior to first occupation of each phase of the development a verification report will be required to be submitted to and approved in writing by the City Council as local planning authority, to validate that the work undertaken for that phase conforms to the above noise criteria. The report shall give the results of post-completion testing to confirm that the proposed noise limits are being achieved once the equipment and any mitigation measures have been installed. Any instances of non-conformity with the above criteria shall be detailed along with any measures required to ensure compliance.

The approved report and any necessary mitigation measures shall be implemented, and retained thereafter, in full in accordance with the approved details before the first occupation of each phase of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy and saved Unitary Development Plan Policy DC26.

14) Prior to the first occupation of each phase of the development, a scheme for the storage and disposal of refuse, for that phase, 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.

For the avoidance of doubt, new developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In order to ensure that adequate provision is made within the development for the collection of waste in accordance with policies DM1 and EN19 of the City of Manchester Core Strategy.

15) The development hereby approved shall control air quality in accordance with the following plans and documents:

- o Supporting Information AIR QUALITY ASSESSMENT
- o Supporting Information REVISION P01 VENTILATION, EXTRACTION AND ODOUR STATEMENT

Both received by the City Council, as Local Planning Authority, on 27/07/2022 and approved under application CDN/22/0489.

All agreed mitigation measures shall be fully implemented prior to the first occupation of each phase of the development and shall remain in situ whilst the use or development is in operation thereafter.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the City of Manchester Core Strategy.

16) The development hereby approved shall proceed in accordance with the following programme of archaeological works:

- o Supporting Information ARCHAEOLOGICAL DESK BASED ASSESSMENT
- o Supporting Information BELOW-GROUND ARCHAEOLOGICAL

Both received by the City Council, as Local Planning Authority, on 19/07/2022 and approved under application CDN/22/0489.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible and policies EN3 and CC9 of the City of Manchester Core Strategy.

17) The development hereby approved shall drain surface water in accordance with the following plans and documents:

- o Supporting Information AJP SURFACE WATER DRAINAGE CALCULATIONS
- o Supporting Information RED-AJP-00-00-DR-C-000901-C06 DRAINAGE STRATEGY
- o Supporting Information RED-AJP-00-00-DR-C-001062-C02 TYPICAL ATTENUATION TANK DETAILS
- o Supporting Information RED-AJP-00-00-DR-C-001090-C02 FLOW CONTROL MANHOLE DETAILS
- o Supporting Information RED-AJP-00-00-DR-C-002000-P01 EXCEEDANCE FLOW PATHS
- o Supporting Information RED-AJP-XX-00-RP-C-0900-P01 FRA & DRAINAGE REPORT

All received by the City Council, as Local Planning Authority, on 30/06/2022.

o Flood Risk Assessment or Drainage STRATEGY REPORT received by the City Council, as Local Planning Authority, on 29/07/2022.

All approved under application CDN/22/0489.

The scheme shall be implemented as part of the development and thereafter be managed and maintained in accordance with the approved details.

For the avoidance of doubt, foul and surface water shall be drained on separate systems with only foul drainage connected into the foul sewer.

Reason - To prevent the increased risk of flooding and to ensure the future maintenance of the surface water drainage system, pursuant to policy EN8 of the City of Manchester Core Strategy.

18) Notwithstanding the approved documents and plans as specified in condition 2, prior to the first occupation of each phase of the development, details of the implementation, maintenance and management of the sustainable drainage scheme, for each phase, shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason - To manage flooding and pollution, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the City of Manchester Core Strategy.

19) a) The development shall be fully carried out in accordance with the ground contamination identification & remediation strategies, as detailed in the submitted documents:

PROJECT RED Contaminated Land Preliminary Risk Assessment (Phase 1 Assessment), submitted to the City Council as local planning authority on 18 November 2020; and Ground Investigation Report, submitted to the City Council as local planning authority on 18 November 2020.

shall be carried out fully in accordance with these documents.

b) Prior to the first occupation of each phase of the development, a completion & verification report shall be submitted to and approved in writing by the City Council as local planning authority upon completion of the approved landscaping works.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised

Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the City of Manchester Core Strategy.

20) Notwithstanding the approved plans and documents as specified in condition 2, the development shall be carried out in accordance with the Crime Impact Statement (Version B: 04/12/2020 URB: 2 009/0799/CIS/04), in particular the recommendations contained and set out within section sections 4 top 6 prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on 16 July 2018. The development shall only be carried out in accordance with this report and the development shall be operated, maintained and managed in accordance with the recommendations thereafter while the development is in operation.

Each phase of the development hereby approved shall not be occupied until the Council as local planning authority has acknowledged in writing that the development has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

21) Notwithstanding the approved plans and documents as specified in condition 2, the planning permission hereby granted is for a development that has full access into and throughout the site and into and throughout all areas of the building for all persons, including those whose mobility is impaired.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policy DM1 of the City of Manchester Core Strategy.

22) No externally mounted telecommunications equipment shall be mounted or fixed to the exterior facade of the development hereby approved.

Reason: In the interest of visual amenity and pursuant to policies EN1, SP1 and DM1 of the City of Manchester Core Strategy.

23) Japanese Knotweed within the site will be controlled and monitored in accordance with the following documents for the lifetime of the development:

- o Supporting Information JK21-7735-02 JAPANESE KNOTWEED EXCAVATION EXTENTS
- o Supporting Information STANDARD SPRAY
- o Supporting Information METHOD STATEMENT

All received by the City Council, as Local Planning Authority, on 27/07/2022.

- o Supporting Information JK21-7735-01 JAPANESE KNOTWEED LOCATION PLAN

Received by the City Council, as Local Planning Authority, on 19/07/2022.

All approved under application CDN/22/0489.

Reason - To prevent the spread of Japanese Knotweed that has been found on part of the site in accordance with the Wildlife and Countryside Act 1981. (as amended).

24) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use of each phase of the development hereby approved, the scheme for that phase shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of each phase of the development, a verification report for that phase shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy, Saved Unitary Development Plan Policy DC26 and to reflect the guidance contained in the National Planning Policy Framework.

Informatives

1) Highways

Any associated temporary traffic managements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Construction hours

Construction/demolition works should be confined to the following hours, unless otherwise agreed in writing by the City Council Environmental Health team:

Monday to Friday: 7.30am to 6pm

Saturday: 8.30am to 2pm

Sunday and Bank holidays: No work

The applicant should refer to

https://secure.manchester.gov.uk/info/100006/environmental_problems/2956/noise/9 and IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/>

Waste

The Waste Management Strategy must include the following information:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location; and
- Details of number and capacity of bins proposed and collection frequency.

Other details as per Waste Proforma v1.0 refer to guidance at:

http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

Air quality

The developer should determine whether the development is of sufficient scale or type to warrant an air quality impact assessment by reference to current guidance, for example IAQM/EPUK. They should also establish whether the site is within the AQMA by reference to http://www.gmtu.gov.uk/gam_maps/. If an assessment is required, the scope and methodology may then be submitted for our review.

Part of / the application site is within Manchester's Air Quality Management Area (map available at: http://www.gmtu.gov.uk/gam_maps/) and future residents may be exposed to air pollution. The developer should assess this impact and also determine whether the development is of sufficient scale or type to warrant an air quality impact assessment by reference to current guidance, for example IAQM/EPUK. If an assessment is required, the scope and methodology may then be submitted for our review.

According to the IAQM/EPUK guidance: <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf> this condition should be put on the following applications:

A. If any of the following apply:

- 10 or more residential units or a site area of more than 0.5ha
- more than 1,000 m² of floor space for all other uses or a site area greater than 1ha

B. Coupled with any of the following:

- the development has more than 10 parking spaces
- the development will have a centralised energy facility or other centralised combustion process

Developments which introduce new exposure into an area of existing poor air quality (e.g. an AQMA) should also be considered

Good practice principles should be applied to all developments that have not been screened out using criteria such as those in paragraph 5.8 of the EPUK/IAQM criteria, as follows:

- The number of dwellings is 10 or above;
- The residential development is carried out on a site of more than 0.5ha where the number of dwellings is unknown;
- The provision of more than 1000 m² commercial floorspace; or
- Development carried out on land of 1ha or more.

These cover both emissions and exposure, and address both the design and operational phases. Some examples of such principles include the following. Refer to guidance for full list.

Design phase

Wherever possible, new developments should not create a new street canyon, or a building configuration that inhibits effective pollution dispersion;

New development should be designed to minimise public exposure to pollution sources, e.g. by locating habitable rooms away from busy roads, or directing combustion generated pollutants through well sited vents or chimney stacks.

Operational phase

The provision of at least 1 Electric Vehicle (EV) rapid charge point per 10 residential dwellings and/or 1000m² of commercial floorspace. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made.

Where development generates significant additional traffic, provision of a detailed travel plan (with provision to measure its implementation and effect) which sets out measures to encourage sustainable means of transport (public, cycling and walking) via subsidised or free-ticketing, improved links to bus stops, improved infrastructure and layouts to improve accessibility and safety.

A presumption should be to use natural gas-fired installations. Where biomass is proposed within an urban area it is to meet minimum emissions standards. All gas fired boilers/CHP plant to meet minimum standards. Refer to guidance.

Gas Cadent

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

UU Informative 1

Water Supply

The applicant should be instructed to lay their own private pipe, to United Utilities standards, back to the existing main. If this should involve passing through third party land United Utilities must receive a solicitor's letter confirming an easement, prior to connection.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply.

Our water mains may need extending to serve any development on this site and the applicant may be required to pay a contribution.

The applicant has not stated whether provision of a new water supply is required. Use of the existing metered supply may be considered if it meets United Utilities standards. If not, a separate metered supply will be required at the applicant's expense.

Please note that for properties over two stories high and commercial properties we recommend the developer considers the installation of tanks and pumps.

We can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information. Although water supply in the area is compliant with current regulatory standards, we recommend the applicant provides water storage of 24 hours capacity to guarantee an adequate and constant supply.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If

reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk.

Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

UU informative 2

United Utilities Property, Assets and Infrastructure

A water main crosses the site. As we need unrestricted access for operating and maintaining it, we will not permit development over or in close proximity to the main. We require an access strip as detailed in our Standard Conditions for Works Adjacent to Pipelines, a copy of which is enclosed.

The applicant must comply with our Standard Conditions document. This should be taken into account in the final site layout, or a diversion may be necessary. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion required as a result of any development will be at the applicant's expense. If considering a water mains diversion, the applicant should contact United Utilities at their earliest opportunity as they may find that the cost of mains diversion is prohibitive in the context of their development scheme.

The Water Industry Act 1991 affords United Utilities specific rights in relation to the maintenance, repair, access and protection of our water infrastructure; Sections 158 & 159, outlines the right to inspect, maintain, adjust, repair or alter our mains. This includes carrying out any works incidental to any of those purposes. Service pipes are not our property and we have no record of them.

Under Section 174 of the Act it is an offence to intentionally or negligently interfere with any resource main or water main that causes damage to or has an effect on its use or operation.

It is in accordance with this statutory provision that we provide standard conditions to assist developers when working in close proximity to our water mains.

Both during and post construction, there should be no additional load bearing capacity on the main without prior agreement from United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles.

Whilst it is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development, we recommend the developer contacts United Utilities for advice on identifying the exact location of the water main. We urge the applicant to contact us at the earliest opportunity to discuss their proposals in relation to this water main and information detailed above. They should contact the Developer Services team by email at DeveloperServicesWater@uuplc.co.uk

The applicant should also be aware of water mains in the vicinity of the proposed development site. Whilst this infrastructure is located outside the applicant's proposed red line boundary, the applicant must comply with our Standard Conditions for Works Adjacent to Pipelines. We provide this information to support the applicant in identifying the potential impacts from all construction activities on United Utilities infrastructure and to identify mitigation measures to

protect and prevent any damage to this infrastructure both during and after construction. This includes advice regarding landscaping in the vicinity of pipelines.

Where United Utilities assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

Any necessary disconnection or diversion of the private main(s) must have the approval of the pipeline owner and be carried out to our standards at the applicant's expense.

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets DeveloperServicesWater@uuplc.co.uk

Wastewater assets WastewaterDeveloperServices@uuplc.co.uk

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities assets and the proposed development.

Bats

Bats as mobile and transient animals can be encountered in the most unexpected locations should a bat be found or suspected at any stage all works should cease until advice has been sought and implemented from a licenced bat ecologist. Bats and their roosts even when unoccupied are protected at all times even where disturbance occurs as the result of an otherwise lawful activity..

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

HUTCHISON MAN10958, Communication Station Opposite 220, Upper Brook Street,
Manchester, M13 0FY
Top Flat, 220 Upper Brook Street, Manchester, M13 9LY
218A Upper Brook Street, Manchester, M13 9LY
Manchester Blood Centre, Plymouth Grove, Manchester, M13 9LL
The Core Technology Facility, 46 Grafton Street, Manchester, M13 9NT
The Wellcome Trust Clinical Research Facility, Grafton Street, Manchester, M13 9WU
216 Upper Brook Street, Manchester, M13 9LY
220 Upper Brook Street, Manchester, M13 9LY
218 Upper Brook Street, Manchester, M13 9LY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: CENTRAL