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25 October 2024

Manchester City Council
Planning and Development
PO Box 532
Town Hall
Manchester
M60 2LA

FAO Emily Booth

Dear Emily,

Renold Building, Altrincham Street

Application for Discharge of Conditions 6, 10 and 13, and Partial Discharge of Conditions 4a, 5a, 7a, and 8a for Planning Permission Reference 139124/FO/2024.

Please find enclosed an application submitted by ID Manchester Ltd for the discharge of Conditions 6, 10 and 13, and partial discharge of Conditions 4a, 5a, 7a, and 8a for Planning Permission Reference 139124/FO/2024, relating to the Renold Building in Manchester City Centre.

The Site is an educational facility originally constructed for the Manchester College of Science and Technology in the 1960s, located in the former UMIST campus, and more recently, The University of Manchester's North Campus. It lies at the heart of the ID Manchester Strategic Regeneration Framework (2023) area, which sets a vision to create a world-leading applied innovation district within Manchester City Centre. For clarity, the description of development for proposals are as follows:

"Change of use of the Renold Building from Education (Use Class F.1a) to Commercial (Use Class E) and introduction of associated plant."

Since the original consent above was granted, the Applicant has discharged the relevant pre-commencement conditions (Ref. CDN/24/0561 – Approved 1st August 2024), enabling the Applicant to implement the original consent.

Subsequently, a separate application (Ref. CDN/24/0983) has been submitted to discharge Condition 9a (External Plant) and Condition 11 (Signage Strategy) was validated by Manchester City Council on 18th October 2024. This application is currently pending consideration.

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The Applicant is now looking to submit a batch of conditions for discharge to satisfy the remainder of the outstanding pre-occupation requirements of the original consent. These have been detailed below.

Condition 4a – Cycle Spaces

Condition 4a states:

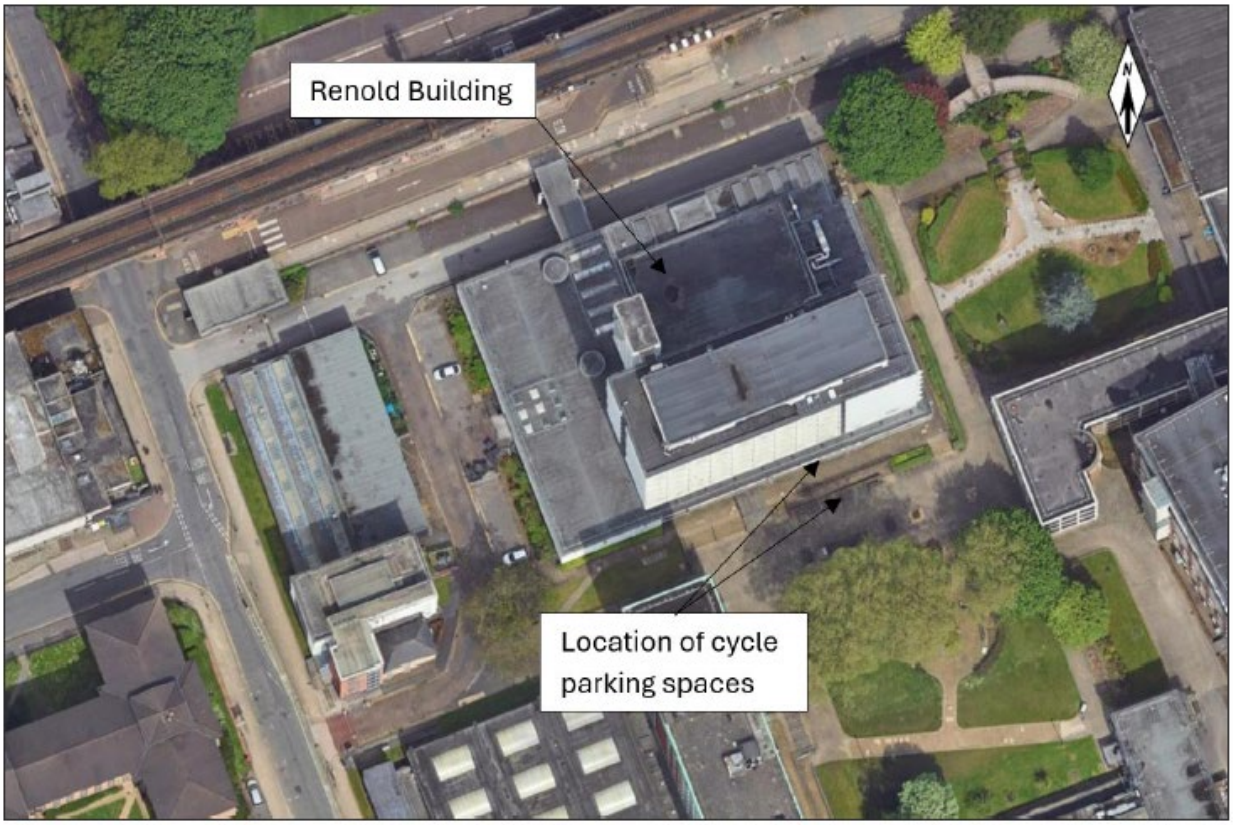
"Prior to the first use of the development hereby approved, full details of the location of the 30no. cycle spaces described within the Transport Statement prepared by BWB shall be submitted to and agreed in writing by the City Council as local planning authority"

BWB has prepared a Travel Plan to be submitted with this application. In Section 4.9 it confirms that the development surpasses the minimum requirement for cycle parking spaces as outlined in the Transport Statement prepared by BWB for the original consent.

The Travel Plan references the Manchester Core Strategy, which recommends a minimum provision of one cycle parking space per 200 square meters of office floor space. Based on a gross floor area (GFA) of 6000 square meters, this calculation results in a requirement of 30 cycle parking spaces.

The development provides 38 Sheffield stands arranged in two rows located south of the Renold Building. This arrangement provides a total of 76 secure cycle parking spaces, exceeding the minimum requirement. The location of these spaces is illustrated in the figure below.

As such, the information provided satisfies the requirements of Condition 4a and therefore full discharge of this condition (Partial: Part A) is sought. As noted within Condition 4b, the Applicant will comply with the requirement for these cycle spaces to be implemented and retained throughout the buildings use.



Condition 5a – Travel Plan

Condition 5 states:

"Before the development hereby approved is first occupied an amended 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 working at the development.

ii. a commitment to surveying the travel patterns of staff during the first three months of the first use of the building and thereafter from time to time

iii. mechanisms for the implementation of the measures to reduce dependency on the private car

iv. measures for the delivery of specified travel plan services

v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car"

In order to satisfy the requirements of this condition, BWB (the same consultant who prepared the original Travel Plan) has prepared an amended Travel Plan which is submitted with this application.

The amended travel plan provides sufficient details to cover the above items (i. – v.) requested by Condition 5a. These are covered primarily in Section 7 (Measures and Incentives), Section 8 (Implementation and Monitoring) and Section 9 (Action Plan).

In terms of measures and incentives, the Travel Plan recommends the following:

- Appointment of Travel Plan Coordinator
- Travel Welcome Pack
- Travel Information Boards and General Travel Plan Awareness
- Provision of Cycle Facilities
- Cycle to Work Scheme
- Personalised Travel Planning
- Reducing the need to travel

In terms of implementation and monitoring of the Travel Plan, the following measures are recommended:

- Travel Plan Coordinator
- Monitoring
- Annual Monitoring Report

As such, the information provided satisfies the requirements of Condition 5a and therefore full partial discharge of this condition (Part A). As noted within Condition 5b, the Applicant will comply with the requirement to submit a further updated Travel Plan taking into account the first six months of occupation.

Condition 6 – Opening Hours

Condition 6 states:

"The use hereby approved shall only be used in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority before the commencement of the use of the development hereby approved. The use hereby approved shall then not operate outside of the approved opening hours."

The proposed use of the development is to operate as commercial office space to support the ID Manchester innovation district by providing high quality work space. The Applicant seeks approval for the following hours of operation:

- Monday – Friday: 7am until 7pm (except for ad-hoc events)
- Sunday: Closed

The above proposed hours are considered standard hours of operation for a development of this use (office), within a City Centre location, not located nearby residential areas. In order to support the operation of the office, flexibility is proposed for ad-hoc events in the week for the buildings tenants.

As such, the information provided satisfies the requirements of Condition 6 and therefore we seek discharge of this condition (Full Discharge).

Condition 7a – Internal Acoustic Insulation

Condition 7a states:

"Prior to the first use of the development hereby approved, the scheme to acoustically insulate the internal areas of the premises shall be implemented fully and only in accordance with the Technical note: Renolds Building, ID Manchester prepared by BWB received by the City Council as local planning authority on 16 February 2024."

In order to satisfy the details of Condition 7a, Sol Acoustics has undertaken an acoustic design review of the Stage 4 M&E design information for the proposed "meanwhile" office and commercial refurbishment and fit-out of lower and upper ground floors of the Renold Building. This report (Ref. P2416-REP02-R0-JLS – submitted with this application) presents a review of the Stage 4 M&E design information and identifies any acoustic issues to be addressed with reference to the recommended acoustic design performance standards for the scheme including internal ambient noise levels and building services noise levels.

Sol Acoustics have also prepared a technical note which considers the above findings in the context of the BWB Technical Note submitted with the original consent which provides an assessment of potential noise disruption and outlines several mitigation measures to minimize disruption to users of the co-working and flexible event spaces during kitchen and café operation. The proposed mitigation measures are as follows:

- Inspect the existing doors separating the kitchen and co-working/flexible event spaces, in particular checking for any defects with seals.
- Remedial works to concrete partitions including skim both sides, and sealing of deflections heads with mineral wool 'fire-bat' and non-hardening acoustic mastic.
- Offering alternative spaces.
- Applying acoustic treatment within the flexible event space to reduce the overall sound level within the space.
- Effective management of the café and flexible event space.

- Providing a physical barrier between the café and flexible event space.

The mitigation measures provided by BWB have been largely captured and implemented during the design process .The exceptions regarding acoustically absorbent treatment and a solid partition within the flexible event space have been omitted due to the Applicant's need to keep the space as flexible as possible with regards to layout and can be installed retrospectively should the space be found to be difficult to operate in the intended manner due to excessive noise transfer from the café space.

Any impacts would be solely related to the internal operation of the space and not lead to any risk of noise breakout from the building into neighbouring properties or external spaces. This is considered therefore to be a commercial consideration of the Applicant, as ultimate landlord and operator of the Renold Building.

As such, the information provided satisfies the requirements of Condition 7a and therefore we seek discharge of this condition (Partial: Part A). As noted within Condition 7b, the Applicant will comply with the requirement to submit a post-completion report to verify the mitigation measures achieve the required noise levels within the development.

Condition 8a - Ventilation

Condition 8a states:

"Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the first use of the equipment to which these works relate. 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."

In order to satisfy the details of Condition 8a, CWC has prepared a Ventilation Strategy Statement which is submitted with this application. This statement confirms that the majority of the refurbishment proposals will see the existing systems being reused. The design and installation of any new ventilation systems will be developed in line with the required legislation, guidance and building standards. A summary is provided below for reference:

- Lecture Theatres (Levels 2-7): Existing HVAC system retained and reused.
- Lower Ground Floor:
    - Offices/Public Areas: Natural ventilation with new overdoor heater.
    - Meeting Rooms/MITH/TIC: New VRF system, fresh air via windows.
    - New Meeting Rooms/Tea Point: New VRF and extract systems.
    - WCs: Existing system retained.

    - Boiler Room: New supply and extract system.
- Upper Ground Floor:
    - Offices/Co-working: New AHU and VRF systems.
    - Flex-Space: New AHU.
    - New Tea Point: New extract system.
    - Kitchen/WCs: Existing system retained.
- Levels 2-7 Offices:
    - Existing systems stripped out.
    - New VRF systems, fresh air via windows.
    - New and existing extract systems for toilets and tea points.
- Other Areas: Services retained as existing.
- Acoustics: New plant and equipment will be attenuated for noise control.

As such, the information provided satisfies the requirements of Condition 8a and therefore we seek discharge of this condition (Partial: Part A). As noted within Condition 8b, the Applicant will comply with the requirement for the equipment to be operated and maintained only in accordance with the approved documents for the duration of the use.

Condition 10 – Disabled Parking

Condition 10 states:

"Full details including confirmation of the number of disabled parking spaces to be provided for use and details of the location/locations of the spaces which shall be in close proximity to the development shall be submitted to the City Council as local planning authority prior to the commencement of the use hereby approved. The number of parking spaces to be provided shall be informed by the approved travel plan for the development (Condition 5) and any provided shall be provided for use prior to the first use of the development hereby approved and shall be available for use for the duration of the development hereby approved."

The development proposes no car parking spaces, leveraging its sustainable location and promoting alternative transportation. The site benefits from excellent walking, cycling, and public transport links, encouraging a modal shift towards these options. By discouraging single-occupancy vehicle trips and reducing city centre traffic, the development aims to promote sustainable travel among its employees.

While the Manchester Core Strategy allows for a maximum of 172 parking spaces based on the development's GFA, the proposal advocates for zero parking spaces. This decision stems from the site's excellent sustainability credentials and anticipated low car usage. Employees choosing to drive can utilise the numerous surrounding car parks, as detailed in the Transport Statement.

The proposed development would however provide approximately 13 disabled car parking spaces to the northwest of the building. These spaces would be access from Service Road as shown in the figure below:



As such, the information provided satisfies the requirements of Condition 10 and therefore we seek discharge of this condition (Full Discharge).

Condition 13 – Roller Shutters

Condition 13 states:

"Prior to the first use of the completed development, details of any roller shutters to the ground floor elevations of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall only be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the completed development and thereafter retained and maintained in situ."

The Applicant has confirmed that no new roller shutters are being proposed as part of the detailed design, and as such there is no requirement to provide any further details to satisfy this condition at this stage.

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Application Documentation

This Application is supported by the following documentation:

- Travel Plan, prepared by BWB
- Ventilation Strategy, prepared by CWC
- "Meanwhile" Office & Commercial Fit-Out Acoustics M&E Design Review, prepared by Sol Acoustics
- Acoustic Technical Note, prepared by Sol Acoustics

Summary

In addition to the information submitted as a specific requirement of this condition and this covering letter, a Condition Discharge Application Form has been submitted via the Planning Portal to formalise this Application seeking full discharge of Conditions 6, 10 and 13, and partial discharge of Conditions 4 (part a only), 5 (part a only), 7 (part a only), and 8 (part a only).

Payment will be made to Manchester City Council for £145.00, in respect of the application fee for this application to agree details reserved by condition, via the Planning Portal (Planning Portal Reference: PP-13509289).

We trust you will find this application in order and we look forward to receiving written confirmation of its registration. If you require any further details, please contact me using the details provided overleaf or Frances Hampson on 0161 455 6766 (fhampson@deloitte.co.uk) and Cameron Radford on 0161 455 6768 (cameronnradford@deloitte.co.uk)

Yours sincerely

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Encs.