

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 139124/FO/2024

**Date registered valid:** 16 February 2024

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

**Address:** Renold Building, Altrincham Street, Manchester, M1 7JR

**Ward(s):** Piccadilly Ward

**Applicant:** ID Manchester Limited

**Agent (if any):** Ms Rachel Hopkins Deloitte Real Estate

**Case officer:** Emily Booth  
Tel: 0161 234 4193  
Email: [emily.booth@manchester.gov.uk](mailto:emily.booth@manchester.gov.uk)

**Recommendation:** Approve

**Date of recommendation:** 9 April 2024

## Application details

**Type of application:** Full Application Consent

**Development type:** Minor Other

**Date of site visit:** 19 March 2024

### Standard consultations:

Printed: 21 February 2024 Expired: 13 March 2024

### Neighbour notifications

Printed: 21 February 2024 Expired: 13 March 2024

### Site notice

Posted: 19 March 2024 Expired: 11 April 2024

### Press advert

Published: 27 February 2024 Expired: 12 March 2024

**Departure from Development Plan:** No

**Environmental Statement:** Not required

## Description of site/building

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

## Description of area

The application relates to a building that is located within the former UMIST Campus/University of Manchester's North Campus named the Renold Building, which is an education building originally constructed for the Manchester College of Science and Technology in 1962. It is bounded by Altrincham Street, Sackville Street, the former bowling green and other areas of green public space.

The building is not listed and is not located within a conservation area. It is considered to be a non-designated heritage asset. The building was designed by W.A. Gibbon of Cruickshank and Seward as the centrepiece of the Manchester College of Science and Technology campus. It was the first entire building to house lecture theatres and seminar rooms in the UK.

The building's most striking external feature is the faceted east façade.

Nearby listed buildings include the Grade II Listed Institute of Science and Technology on Whitworth Street, Orient House and Granby House on Granby Row and Lass O Gowrie Public House on Charles Street

The Site is within the Innovation District Manchester Strategic Regeneration Framework area, which aims to create a world-leading applied innovation district within Manchester City Centre. The Renold Building is proposed to provide a range of commercial and community-focused

facilities to support the vision and objectives of the ID Manchester Strategic Regeneration Framework. Surrounding uses include educational uses, residential uses, shops, bars, cafes and restaurants.

The site is also within Corridor Manchester, which is home to numerous higher education institutions and knowledge-based industries.

## **Description of development**

Planning permission is sought for a change of use of the building from Use Class F.1a (Provision of Education) to Use Class E (Commercial, Business and Service) to provide co-working and business incubator spaces, bookable lecture theatres and event space, a cafe, space for lectures, roundtable and exhibitions, a marketing space, basement and roof level plant areas. Heating and ventilation condensers and heating units would be located within the lower ground floor compound and the roof top plant area.

## **Consultations & Notification Responses**

Highway Services - Requested disabled parking spaces, further information on cycle parking spaces, the submission of a travel plan and a construction management plan.

Environmental Health - Recommended conditions to require the submission and agreement of a fume extraction strategy, a construction management plan, the operating hours, a verification report of the proposals to limit the breakout of noise, an acoustic report for the external equipment and a waste management strategy.

Greater Manchester Police - Requested the following measures:

- Access control into the building, lecture theatre and meeting rooms.
- The building should be covered by a comprehensive CCTV system, covering main entrances, communal areas and the pop-up bar area.
- There should be a comprehensive alarm system with the ability to zone areas when not in uses (i.e. zoning of the theatres during not operating hours).
- Any alterations to the existing building should be complete to the Secured By Design standards.

Transport For Greater Manchester - Advised that the trip generation rates are valid. The local authority should consider whether the extra trips can be accommodated by the available car parks in the area.

Network Rail - Advised of measures required to protect the railway.

Publicity- The application was advertised in the local press as affecting a listed building, a site notice was displayed on site and letters were sent to surrounding occupiers. No replies were received.

## **Issues**

The Adopted Core Strategy for the City of Manchester

Policy EN1 (Design Principles and Strategic Character Areas) advises that developer's will be expected to consider the City's heritage, including its listed buildings, conservation areas, archaeological remains and historic street pattern.

Policy EN3 (Heritage) advises that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment.

Policy CC 1 (Primary Economic Development Focus: City Centre and Fringe) states that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. Within the City Centre and the fringe a variety of high-quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses.

Policy CC4 (Visitors, Tourism and Leisure) advises that development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted.

Policy CC9 (Design and Heritage) advises that development in Manchester should preserve or enhance the heritage assets affected.

CC10 (A Place for Everyone) states that development that promotes high standards of accessibility to buildings and across spaces in the City Centre.

Policy SP1 (Spatial Principles) advises that development in all parts of the City should protect and enhance the built environment.

Policy DM1 (Development Management) advises that all development should be appropriately sited, scaled, formed, massed and detailed with appropriate layout and materials and should have regard to the character of the surrounding area and effects on built heritage.

The Unitary Development Plan for the City of Manchester

Saved Policy DC18.1 (Conservation Areas) states that the Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering issues including the effect of signs and advertisements.

Saved Policy DC19.1 (Listed Buildings) advises that in determining applications for listed building consent the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. The City Council will:

- Not permit any external or internal alteration or addition to a listed building where in its opinion, there would be an adverse effect on its architectural or historic character.

Saved Policy DC26 (Development and Noise) states that 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.

Places for Everyone -

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The following policies are considered relevant to this application.

Policy JP-J 1 (Supporting Long-Term Economic Growth) States that a thriving, inclusive and productive economy will be sought in all our boroughs. There will be an emphasis on maintaining a very high level of economic diversity, facilitating the development of high value clusters in prime sectors, making the most of major assets of the sub-region, grasping the

economic opportunities from the global transition to a low carbon economy, providing the high-quality, sustainable living environments that will help to attract and retain skilled workers, supporting local job growth, maximising the potential of the key growth locations whilst also securing investment that raises the competitiveness of our northern boroughs to deliver inclusive growth across the sub-region.

Policy JP-P5 (Education, Skills and Knowledge) States that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities. This would include support for the continued growth and success of the university sector, such as through strengthening the world-leading research capabilities and promoting opportunities for business spin-offs; and continuing to help develop Greater Manchester as the UK's best destination for student.

Policy JP-J 2 (Employment Sites and Premises) Aims to make a diverse range of both new and second-hand employment sites and accessible premises available across the Plan area in terms of location, scale, type and cost to offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities. Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary.

Policy JP-J3 (Office Development) States that at least 1,900,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2021-2037. The City Centre is one of the focuses as it accounts for more than half of all new office floorspace in the sub-region and taking advantage of existing and proposed public transport connectivity, including the proposed new HS2 and Northern Powerhouse Rail links will further enhance its position as the premier office location outside London.

## National Policy

Sections 16, 66 and 74 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas. Development decisions should, therefore, accord with the requirements of the NPPF and to section 16 (Conserving and Enhancing the Historic Environment).

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of "sustainable development". In order to meet this key planning objective, in this instance, the development should sustain and contribute to the stimulation of a thriving historic environment.

## Section 16 (Conserving and Enhancing the Historic Environment)

Paragraph 196 states that in determining planning applications, local planning authorities should take account of:

- (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- (b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

(c) the desirability of new development making a positive contribution to local character and distinctiveness; and

(d) opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 200 advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 203 states that in determining applications, local planning authorities should take account of:

(a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.

(b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

(c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 207 advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II\* listed buildings should be wholly exceptional.

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 209 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Section 12 (Achieving Well Designed Places) advises that the government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Other considerations

ID Manchester Strategic Regeneration Framework (2023) This was formally endorsed by the Executive in December 2023 and is a material consideration. It aims to create an internationally recognised applied innovation district founded on the belief that ideas flourish where business, education and communities come together.

This could deliver significant regeneration benefits and support the growth of the City Centre. The SRF should build on its proximity to the core of the City Centre and to the educational uses of the Oxford Road corridor to successfully create an eco-system that includes over 10,000 new jobs, utilises and improves existing heritage assets, revitalises existing green space, provides a

new civic square and nature led public spaces with over 400 trees, supports the drive to Net Zero Carbon by 2038, provides over 2 million square foot of commercial and innovation space and 1500 new homes. A key principle is to retain and celebrate the area's special qualities and assets, including its heritage assets, public spaces and green and blue infrastructure.

The SRF sets out a clear vision to enhance and regenerate the area and identifies sites that could catalyse investment and drive change. This vision will be realised over a circa 15-year development programme that will include a mix of best-in-class new build development and the revitalisation and refurbishment of existing buildings.

It states that the 'Renold Building could be reinvented and extended as the IDM Innovation Hub, with commercial uses at upper levels and exhibition and gathering spaces within the podium. Uses would spill onto both Altrincham Street and the square. The iconic zig zag façade is imagined as being animated with a giant "ticker tape" board advertising events and exhibitions taking place within.'

#### Principle of the Use -

The building was last used as a University building but is now vacant and is within the area of the ID Manchester Strategic Regeneration Framework (2023). The use proposed would still include space that could be used for education including bookable lecture theatres. This use would also provide community facilities and space for business including small and startup businesses and could provide a hub of activity that would assist the delivery of the proposals within ID Manchester Strategic Regeneration Framework (2023).

Given the above the proposals are considered to be in accordance with Policies SP1, CC4 and DM1 of the Adopted Core Strategy for the City of Manchester and Policies JP-P 1, JP-P5, JP-J 2 and JP-J 3 of Places for Everyone in relation to the impact on residential amenity.

#### Visual Amenity and the impact on the Character and Appearance of the Heritage Assets affected -

The roof mounted equipment could affect views of the nearby listed buildings, but due to the distance, the height of the building and the presence of the viaduct this would not cause harm to the setting of the listed buildings identified.

The 20th Century Society expressed an interest in the proposals, but haven't sent their comments even though they were advised to submit them by 9th April. There are no external alterations in any case.

It is considered that the benefits of the proposal would outweigh the less than substantial harm caused to the affected heritage asset by the above-described works and are consistent with paragraphs 203 and 208 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement. The public benefits of the proposals are that the premises would be re-occupied, better maintained and reused.

#### Residential Amenity

This is a critical issue, as amongst other things, it examines the impact that the scheme would have on nearby and adjoining occupiers. It includes the consideration of issues such as impact on noise and disturbance. The closest residential accommodation is on Princess Street.

The conditions recommended by our Environmental Health Service would be applied to the application to ensure that the proposals are acceptable to the requirement for the

submission of a Construction Management Plan, which is considered to be onerous as the only external works are the installation of air-conditioning units on the roof.

The site is close to Piccadilly and Oxford Road train stations and Piccadilly Metrolink Station and regular bus services are routed along Oxford Road and Princess Street.

Given the above the proposals are considered to be in accordance with Policies SP1, CC4, EN1 and DM1 of the Adopted Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policy JP-P 1 of Places for Everyone in relation to the impact on residential amenity.

### Highway Safety and Impacts

The site is located within a prominent city centre location and benefits from excellent connectivity to regular Metrolink, rail and bus connections. It is likely, given the travel opportunities available, that many staff and customers would travel to and from the site via sustainable modes or walk from their City Centre workplace or home.

Highways Services have confirmed that they have no objections to the proposals but sought clarification on the location of the 30no. cycle parking spaces which will be required by condition. They also requested the assessment of the provision of disabled parking spaces.

Conditions will require the submission and agreement of a Travel Plan and full details of the 30no. cycle parking spaces proposed and the provision of disabled parking spaces.

As above, a condition will not be applied to require a Construction Management Plan.

Given the above the proposals are considered to be in accordance with Policies SP1, CC4, CC10, and DM1 of the Core Strategy for the City of Manchester and Policy JP-P 1 of Places for Everyone in relation to highway safety and impacts.

### Crime and Disorder

The measures requested by Greater Manchester Police will be required by condition.

The reuse of this prominent building would also increase natural surveillance and activity around the site.

The details of external works will however not be required as no elevational works are proposed.

Given the above the proposals are considered to be in accordance with Policies SP1, and DM1 of the Core Strategy for the City of Manchester and Policy JP-P 1 of Places for Everyone in relation to highway safety and impacts.

### Disabled Access

The building currently has three public points of entry. The first is from the landscaped area to the south of the building via a series of steps covered by a Porte cochere type structure. This approach would remain in use as one of the main public access points for the building.

The second route is from the pathway to the eastern façade of the building. This location enjoys level access and automatic / electrically assisted opening doors. This entrance point will remain in use for access to the building.

The third entry point is situated on the upper ground floor and is accessed via a link bridge structure from Altrincham Street. This again provides level and ramped access when approached from the northern direction along Sackville Street and through Vimto Park. This final entry point would only be used for events taking place within the lecture theatres or designated event spaces within the building.

The building also has three existing passenger lifts serving all customer and public floors and the floors are level throughout.

The building has two staircase cores, and both are protected means of escape leading directly to final evacuation doors. Both also include a refuge area fitted with call points to allow for safe assisted evacuation.

A condition will require the provision of disabled parking spaces.

Given the above the proposals are considered to be in accordance with the Core Strategy for the City of Manchester, in particular Policies CC10, SP1 and DM1 and Policy JP-P 1 of Places for Everyone.

### **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**

In assessing the merits of a planning application officers will seek to work with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with

the planning application. Discussions have taken place with the applicant and the issues have been resolved by this and by conditions attached to the decision.

**Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

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

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

The location plan referenced 23035(90)-001-1-01 Rev A received by the City Council as local planning authority on 9 February 2024

The drawings referenced:

23035(SK)-000-1-02 Rev C  
23035(SK)-001-1-01 Rev H  
23035(SK)-002-1-01 Rev C  
23035(SK)-003-1-01 Rev C  
23035(SK)-004-1-01 Rev B  
23035(SK)-005-1-01 Rev B  
23035(SK)-006-1-02 Rev B  
23035(SK)-007-1-01 Rev C

received by the City Council as local planning authority on 9 February 2024

RBM-BWB-GEN-XX-DR-TR-110 Rev P1

received by the City Council as local planning authority on 29 January 2024

The ID Manchester Management Plan received by the City Council as local planning authority on 9 February 2024

The Design and Access Statement prepared by Space Invader received by the City Council as local planning authority on 29 January 2024

The Ventilation Strategy Statement prepared by CWC received by the City Council as local planning authority on 29 January 2024

The Technical Note prepared by BWB received by the City Council as local planning authority on 16 February 2024

The Waste Management Plan prepared by BWB received by the City Council as local planning authority on 29 January 2024

The Transport Statement prepared by BWB received by the City Council as local planning authority on 29 January 2024

The Travel Plan prepared by BWB received by the City Council as local planning authority on 29 January 2024

The letter from Deloitte dated 22 January 2024

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies EN1, EN3, SP1 CC9 and DM1 of the Core Strategy, saved policies DC19.1 of the Unitary Development Plan.

3) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) 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.

Reason - In the interests of amenity and public health, in order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

4) (a) 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.

(b) Following the identification of the locations of cycle parking and prior to the first use of the development hereby approved the 30no. cycle spaces shall be implemented and retained and maintained in situ for as long as the development remains in use.

(c) Within six months of the first use of the development, the number of cycle spaces shall be reviewed as part of the travel plan requirements of condition 5 of this planning permission. Following the initial review the number of spaces shall be reviewed annually. The survey shall be completed within 14 days of each annual review date and the results of the survey provided to the City Council for approval within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient cycles stand provision at the development in order to support modal shift measures and air quality pursuant to policies SP1, T1, T2, EN14 and DM1 of the Manchester Core Strategy (2012).

5) 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

Within six months of the first occupation of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 assist promoting the use of sustainable forms of travel for occupants, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

6) 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.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

7) a) 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.

b) Upon completion of the development and before the use hereby approved becomes operational, a verification report shall be undertaken to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is 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 noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority before the use becomes operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

8) a) 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.

b) Before the first use of the fume extraction approved within part (a) of this planning condition, confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been fully implemented.

c) The equipment shall then be operated and maintained only in accordance with the above approved documents for the duration of the use.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

9) 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 the installation of the equipment hereby approved the scheme included the above and the locations on the roof 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.

b) Within 1 month of the equipment hereby approved becoming operational, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the works 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 safeguard the amenities of the occupiers of nearby accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy

10) 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.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

11) Before first occupation of the development hereby approved a signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. All signage displayed at the property shall accord with the approved details.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

12) The following measures shall be implemented as part of the development and shall be retained for the duration of the use:

- Access control into the building, lecture theatre and meeting rooms.
- A comprehensive CCTV system, covering main entrances, communal areas and the pop-up bar area to cover the whole building.
- A comprehensive alarm system with the ability to zone areas when not in uses (i.e. zoning of the theatres during not operating hours).

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

13) 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.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

14) The access measures for disabled people to gain access into and throughout the premises as shown on the drawing referenced 23035(SK)-000-1-02 Rev C and described within the Management Plan prepared by ID Manchester shall be fully implemented before the use hereby approved commences and shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

15) All street/pavement level windows of the building shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

16) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the rooves other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

17) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00 - Monday to Saturday,

10:00 to 18:00 - Sunday/Bank Holiday

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

## **Informatives**

1) It should be born in mind by the developer that the operational railway presents risks/issues that are different/unique to the risks posed by works taking place adjacent to non-railway undertaker land. Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that

the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) - the developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal.

For future reference, it is imperative developers/applicants consult neighbouring/affected statutory undertakers in advance of any construction work, to identify and mitigate potential risks to both sites including people using or working on the sites, in line with CDM 2015 and HSW 1974 legislation. Network Rail's ASPRO (Asset Protection) team's role is to support external parties in identifying risks associated with construction near the railway and mitigating these in advance of work starting. Most insurance policies include clauses relating to consultation with statutory undertakers, and external parties who do not consult appropriately in advance may find their insurance policy becomes invalid.

#### Measurements to railway tracks and railway boundary

When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability.

#### Obligations

Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

#### RAMS

The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

#### Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. Please see links to guidance for tower crane and mobile cranes adjacent to the railway to be flagged up to the developer/applicant.

<https://www.cpa.uk.net/downloads/80/CPA-CIG-Mobile-Cranes-Alongside-Railways-181201.pdf>

<https://www.cpa.uk.net/safety-and-technical-publications/tower-crane-guidance>

#### Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- o There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.
- o All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.
- o Buildings, windows and structures must not over-sail Network Rail air-space/boundary.
- o Any future maintenance must be conducted solely within the applicant's land ownership.
- o Rainwater goods must not discharge towards or over the railway boundary
- o Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.
- o Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

#### Lighting

To ensure the ongoing safety of the operational railway the applicant's lighting design must demonstrate no overspill of light onto Network Rail land. Lighting close to or adjacent to the railway boundary must not impact train driver's ability to perceive signals and therefore all column lighting is recommended to be:

- o White LED
- o Flat bottom luminaires
- o Downlit throw lighting
- o Lighting to be directed away from the railway boundary
- o Avoid the use of flashing lights or screens as part of developments
- o Avoid lighting of Green, Yellow and Red.

#### Solar Panels

These must be anti-glare and supported by an in-depth glint and glare study which is to be undertaken with consideration of the impacts to the existing operational railway.

#### Scaffolding

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

This is to ensure that the safety of the railway is preserved, and that scaffolding does not:

- o Fall into the path of on-coming trains
- o Fall onto and damage critical and safety related lineside equipment and infrastructure
- o Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

#### BAPA (Basic Asset Protection Agreement)

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

All new enquiries will need to be submitted via the Asset Protection and Optimisation - Customer Portal Link to ASPRO ACE Portal ASPRO Network Rail Implementation (oraclecloud.com)

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

Going forward in order for Network Rail to spend any time reviewing any submissions, provision of any asset information, attending any further meetings, assisting with discharging any planning conditions set etc, Network Rail will require the return of a signed BAPA (Basic Asset Protection Agreement) and relevant payment/ PO as noted in the estimate sent. Network Rail is a publicly funded entity and all outside party works, which these are, are cost recoverable as dictated to us by the ORR. This includes any and all documents under the discharge of conditions which must be submitted to Network Rail for review and agreement by the developer under the BAPA.

The local planning authority (LPA) are not responsible for the safe operation of the railway or our assets and the issues raised by the developer/applicant will ultimately need to be agreed by Network Rail engineering to ensure the proposed development does not interfere with the safety of the railway.

No works are to commence until with agreed Network Rail. Early engagement with Network Rail is strongly recommended.

Network Rail are regulated by the Office of Rail Regulation (ORR) and are obligated under our Network Licence to ensure the safe and efficient operation of the Network to the reasonable satisfaction of railway service providers and funders, the BAPA is a standard form of agreement approved by the ORR to manage Outside Party works adjacent and is a non-negotiable. Receipt of the initial development details & signing of the BAPA are not acceptance of the proposal.

2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council's Environmental Health Service:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

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

3) Information for Developers guidance documents can be downloaded using the following link: [http://www.manchester.gov.uk/info/500207/planning\\_and\\_regeneration/1962/additional\\_planning\\_guidance/3](http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3)

4) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Email: [highwaylicences@manchester.gov.uk](mailto:highwaylicences@manchester.gov.uk)

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health  
Greater Manchester Police  
Transport For Greater Manchester  
Network Rail

Staff House Conference Centre, Sackville Street, Manchester, M1 3AL  
Barnes Wallis Building, Altrincham Street, Manchester, M1 7JR  
Flat H, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Paper Science Building, 79 Sackville Street, Manchester, M1 3NJ  
Flat G, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Flat P, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Flat N, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Flat M, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Flat E, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Wardens Flat, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
The Pariser Building, Sackville Street, Manchester, M60 1QD  
Flat L, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Flat O, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Flat J, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Flat K, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA  
Flat F, Wright Robinson Hall, Altrincham Street, Manchester, M1 7JA

## **Appendix 2 – Planning constraints**

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3  
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4  
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 (Middle) -  
Area Team Boundary - Name: CENTRAL