

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136041/FO/2023
136042/LO/2023

Date registered valid: 23 January 2023

Proposal: 136041/FO/2023 - Refurbishment, change of use and extension to the existing Albert Shed warehouse, including conversion of the existing first floor car park into the food hall, addition of a mezzanine level and provision of an adjacent service yard.
136042/LO/2023 - Listed Building Consent for the removal of the bridge abutment (brickwork and stone coping) to establish a fire safety access point from Shipyard (Albert Shed).

Address: 136041/FO/2023 - Shipyard (Albert Shed), Water Street, Manchester
136042/LO/2023 - Irwell Street Bridge, Water Street, Manchester

Ward(s): Deansgate Ward

Applicant: Mr Ed Snaith Manchester Quays Two Limited

Agent (if any): Mr Nab Speakes 3DReid

Case officer: Emily Booth
Tel: 0161 234 4193
Email: emily.booth@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 7 June 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 27 February 2023

Standard consultations:

Printed: 2 February 2023 Expired: 23 February 2023

Neighbour notifications

Printed: 2 February 2023 Expired: 23 February 2023

Site notice

Posted: 06 February 2023 Expired: 27 February 2023

Press advert

Published: 7 February 2023 Expired: 28 February 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Irwell Street Bridge – Grade II

Conservation area: Castlefield Conservation Area 1979

Tree Preservation Order: Not applicable

Description of area

The site is located on Water Street and comprises a roughly rectangular, single-storey, transhipment shed named Albert Shed that was last used as car parking that also has elevations to New Quay Street, the River Irwell and The Victoria and Albert Hotel. It is located within an area named St John's within Manchester City Centre, which is subject to an approved masterplan through the adopted St John's Strategic Regeneration Framework. It is bounded by Atherton Street to the East, Quay Street to the North, the Science and Industry Museum to the South and Water Street to the West.

The application also relates to the Irwell Street bridge, which is a Grade II Listed stone, cast-iron and wrought- iron or steel bridge with stone piers and abutments each side. One side of the Bridge is on Water Street in Manchester and the other side of the bridge is on Irwell Street in Salford.

The development of this site would provide a further phase of the St John's strategic regeneration area, which sets out to deliver a residential-led mixed-use scheme. It would form an integral part of the regeneration project providing a needed food and beverage use for this new area.

Albert Shed makes a minor positive contribution to the settings of nearby Listed Buildings and to the character and appearance of the Castlefield Conservation Area. The building is one of the few original industrial buildings left within the City Centre. It has high ceilings, retained crane structure and a waterfront location, but has been neglected and is in need of reuse and repair.

The shed was part of the operation of Albert Warehouse and retains some of the features such as the retained ashlar-stone door surround that denotes the location of the original wing. The structure was developed circa 1913 following a devastating fire which saw the northern wing of Albert Warehouse collapse. The shed retains some historical relationship with the principal Grade II listed building and makes a contribution to the overall appreciation of the warehouse group.

The site is within the Castlefield Conservation Area and is considered to be within the curtilage of the Grade II Listed Victoria and Albert Hotel.

Site history -

Application referenced 109660/FO/2015/C1 approved Demolition of existing buildings and structures, including Albert Shed and Globe and Simpson Building, to enable the construction of four buildings comprising : hotel use (Class C1) and residential use (Class C3) within building 1 (ground floor plus 51 storeys); hotel use (Class C1) within building 2 (ground floor plus 7 storeys); residential use (Class C3) within building 3 (ground floor plus 17 storeys); and, residential use (Class C3) within building 4 (ground floor plus 3 storeys), providing a total of 387 residential units; retail use (Class A1) or Financial and Professional Services use (Class A2) or Restaurant and Cafe use (Class A3) or Drinking Establishment use (Class A4) at the lower floors of all buildings, together with associated external seating areas; creation of new public realm and landscaping, riverside walkway, car and cycle parking, access arrangements and highways works, rooftop plant, and other associated works in 2016.

Description of development

Planning permission is now sought to retain and refurbish and extend the existing building and convert the existing first floor car park into a food hall (Class E). A mezzanine floor would be added. The following works are also proposed:

- Installation of a steel framed mezzanine floor
- Raising of sections of the crane arm to achieve adequate head height for the mezzanine floor
- Replacement of the existing roof with a ribbed metal roof in black grey.
- Installation of bands of framed rooflights on all elevations except the Water Street elevation.
- The creation of a new main entrance from Water Street with curtain wall glazing and sliding doors with black-grey frames and timber sliding shutters and a black metal canopy. The shutters would obscure two windows that would be retained and would be visible internally.
- The construction of a metal framed screen to the service yard with metal service yard doors and substation door in black grey, which would be constructed fronting Water Street
- The existing brick wall would be retained in front of the screen if stable following the openings created
- The repair and retention or replacement of windows with windows to match the existing
- Removal of the large advertising frame from the New Quay Street elevation
- Existing brickwork retained, cleaned and made good
- The bricking up of an existing window opening on Water Street
- A metal fire exit gate in black grey within the Water Street elevation of the building
- Installation of curtain wall glazing with solid metal panels in mid grey with thin cap profile on the service yard elevation and the river elevation
- Installation of slim metal louvres above the curtain wall glazing on the service yard elevation
- Installation of slatted timber cladding in line with the original form and materiality adjacent the canal with frontages on New Quay Street and the service yard

- Metal balustrades coloured black grey to the balconies facing the river
- Installation of vertical timber cladding panels and vertical louvres in dark grey facing the river
- Installation of a metal roof fascia in black grey on the Water Street and New Quay Street elevations
- Installation of new air extracts within roof valleys

Although the building is within the curtilage of the Grade II listed Victoria & Albert Hotel, Listed Building Consent is not required in this instance due to the type of works proposed, the measures agreed and the effect of these works on the significance of the Grade II listed warehouses.

Listed Building Consent is sought for works to the Grade II Listed Irwell Street Bridge comprising the following:

- Removal of the bridge abutment (brickwork and stone coping) to establish a required fire safety access point
- Installation of a metal secondary entrance gate in black grey within the new opening on New Quay Street
- The retained brick wall will be made good.

Consultations & Notification Responses

Publicity - Application referenced 136041/FO/2023 was advertised as affecting a listed building and as affecting a Conservation Area, a site notice was displayed on site and letters were sent to surrounding occupiers.

Application referenced 136042/LO/2023 was advertised as an application for listed building consent and as affecting a Conservation Area, a site notice was displayed on site and letters were sent to surrounding occupiers.

3no. objections were received and are summarised as follows:

My home overlooks the proposed Shipyard premises.

Amplified music is likely to intrude on our lives, especially when the applicant's publicity refers to the venue offering unspecified 'entertainment'. Also, there is a licensing application referring to an extension of hours of operation to 1am and 2am.

Environmental and related assessments read as if they were carried out before very recent changes in the Quay Street neighbourhood as a result of the implementation in February 2023 of the trial Deansgate Walk-Ride scheme, which includes the operation of a bus gate in Bridge street. As a consequence, the former vehicle congestion, emissions and other traffic issues in Deansgate have been transferred wholesale into Quay Street and the surrounding neighbourhood causing chronic congestion and affecting public transport availability.

The assessments also do not reflect how the walking environment has been degraded or the St Johns development. Statements need to be updated.

Regarding my concerns about protection from noise intrusion it would be helpful if the applicant is required to engage regularly with Leftbank residents overlooking the site.

Regarding the Bat Survey, we have seen bats flying past our 11th floor windows every year for the past 12 years. They have very recently returned and will be permanently disturbed by demolition and construction works. Could this please be further investigated.

The applications should be determined at Committee.

The lack of public walkway along the riverside is a huge, missed opportunity to activate the River Irwell. If the walkway was opened up it would be just about possible to walk from the new Trinity Islands development at Regent Bridge all the way to Albert Bridge (past Factory, Marriott, and along the area in front of Leftbank. By closing this section off in front of Shipyard, any prospect of a riverside walkway is permanently lost.

Many are keen to ensure riverside walkways are preserved and/or created where possible. Recently a successful campaign was won on this on the opposite side of the Irwell at Ralli Quays to ensure continued waterside access.

It is excellent that this derelict site is being developed.

Highway Services - Made comments in relation to the need for secure cycle parking, the management of couriers and the relocation of disabled parking spaces.

Environmental Health - Recommended conditions to restrict the hours of operation and the servicing hours and require the submission and agreement of a scheme of acoustic treatment of the premises, the submission and agreement of a scheme of acoustic treatment of any externally mounted equipment, submission, and agreement of a scheme for the management of fumes, vapours and odours and full details of waste management.

MCC Flood Risk Management - Recommended conditions to reduce flood risk.

Work & Skills Team - Recommended local labour conditions for the construction phase and the end use.

Greater Manchester Police - Would highly recommend that the development work is aligned with Secured by Design standards.

Historic England (Northwest) - Confirmed that in this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers.

Environment Agency - Advised that they have reviewed the Flood Risk Assessment (FRA) (referenced 2132/01r1a, produced by ARP Associates, dated 13th January 2023) submitted with the application and we are satisfied that it demonstrates that the proposed development will not be at an unacceptable risk of fluvial flooding or exacerbate flood risk elsewhere.

The proposed development should proceed in strict accordance with this FRA and the mitigation measures identified as it will form part of any subsequent planning approval. Any proposed changes to the approved FRA and / or the mitigation measures identified will require the submission of a revised FRA as part of an amended planning application.

Recommend that an emergency access and egress/evacuation plan is made in agreement with local emergency planners and the local planning authority.

If there is any substantive works within 8m or on the watercourse it will require an environmental permit.

The applicant is advised to sign up for flood warnings.

United Utilities Water PLC - No comments received

Canal & River Trust - Confirmed that they don't need to comment.

Salford City Council - Confirmed no objection to the proposal.

Manchester Water Safety Partnership - Recommended the provision of Public Rescue Equipment and accessible signage and completion of the Water Safety Impact Assessment for development by City Centre Waterways.

Greater Manchester Ecology Unit - Confirmed that they have no comments to make on this proposal.

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 EN19 (Waste) requires all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste 209 Objective 6 Environment 12 Manchester City Council | Manchester Core Strategy 2012 to 2027 hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)

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

Policy SP1 (Spatial Principles) advises that:

- Development in all parts of the City should:
- protect and enhance the built environment.
- create well designed places that enhance or create character.
- make a positive contribution to the health, safety, and wellbeing of residents
- consider the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity, or income.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
- Maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

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. Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation should be fully considered. Buildings and neighbourhoods should be made fully accessible to disabled people and new development should be sited so that it can be

accessed by sustainable transport modes. Community safety and crime prevention should be considered. Refuse storage and collection should be managed.

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 CC7 (Mixed Use Development) advises that the City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: - Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites

The Unitary Development Plan for the City of Manchester

Saved policies DC10.1-10.4 (Food and Drink Uses) DC10.1 States that the Council will have regard to the general location of the proposed development, the effect on the amenity of neighbouring residents, ease of access for all, including disabled people; and the storage and collection of refuse and litter. The Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices. Conditions may be imposed in order to protect the amenity of nearby residents.

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.

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.

Paragraph 197 states that in determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 194 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 200 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 201 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.

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.

Visual Amenity, including the impact on the Character and Appearance of the Affected Heritage Assets -

Under these criteria the effect of the proposal on the affected heritage assets has been considered separately:

The curtilage listed (Grade II Listed Victoria and Albert Hotel) Albert Shed -

Most of the proposed works are considered to be acceptable and some of the works such as the repair of the windows, the reuse of the shed, works to enclose and prevent from further water damage, the removal of the large external incongruous advertisement frame, the making good, repairing and cleaning of existing brickwork and the reinstatement of the missing slatted timber cladding.

The works to create a main entrance would cause less than substantial harm due to the partial covering of windows that can be justified by the provision of disabled access into the premises.

The raising of the height of the crane is required to provide the required head height and would retain this feature but would still cause less than substantial harm as it would be moved from its current position.

Louvres and extraction has been sensitively located and designed.

The creation of an opening in the Grade II Listed wall on New Quay Street would cause less than significant harm that would be justified by opening up access to the canal that could be a future part of a riverside walkway from New Quay and by providing a fire exit.

The works have been designed to a high standard and are in keeping with the appearance of the shed and will overall be beneficial to the building and would allow its reuse.

There would be an improved contribution to the Castlefield Conservation Area.

Conditions would be applied to application referenced 135228/LO/2022 to require full and final details of the proposed detail of the works to windows, including glazing specification, details of the M&E services, including the routing of the proposed pipework, details of the raised floor.

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 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement. The benefits of the proposals are that the proposal consists of works that would repair expose internal and external features of the building and allow the reuse and retention of it and have related maintenance due to its reuse, prevent the loss of the remaining parts of the lost section of Albert Warehouse and be made accessible for disabled people and include proposals to make the building watertight.

Given the above, the works are considered to be consistent with the above identified policies.

The Grade II Listed Irwell Street Bridge –

The area of the bridge that is affected is the bridge abutment that also abuts Albert Shed. The proposals for the re-use of Albert Shed require an additional fire safety access point. It is understood that a number of alternative options have been considered and subsequently discounted due to existing ownerships and limited points of access around Albert Shed.

The section of the abutment affected is a more utilitarian part without the same architectural interest as the remainder of the bridge. The removal of this historic fabric will cause minor less than substantial harm to the Grade II listed Irwell Street Bridge, the setting of the Grade II Listed Victoria and Albert Hotel and the Castlefield Conservation Area. The retained brick wall will be made good minimising the impact.

A mesh gate is proposed to be installed to the new opening.

Conditions will require full details of these works to be submitted to and approved in writing by the City Council as local planning authority.

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 the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement. The benefits of the proposals are that the proposal would allow the reuse and retention of the shed and provide the fire access that is needed.

Given the above, the works are considered to be consistent with the above identified policies.

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 Leftbank apartments which front the River Irwell and is on the opposite side of New Quay Street.

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

The proposed uses would result in an increase in comings and goings during the evening and night and there is the potential for there to be some disturbance associated with this.

Whilst it is not possible to control such disturbance through the imposition of conditions, it is considered to be reasonable to limit the potential for people congregating near to that accommodation at an unreasonable hour by limiting the hours of operation. However, in doing so, there is a balance to be made which weighs up carefully the reasonable expectations of residents, the City Centre context and the aspirations for the area to develop as a mixed-use destination. It is within this context that the operating hours would be limited to:

The internal use of the shed -

Sunday to Thursday and Bank Holidays - 08:00 to 01:00

Friday and Saturday - 08:00 to 02:00

The last entry time on all days shall be 00:00 (midnight).

The ground floor external terrace -

08:00 to 23:00 daily.

The mezzanine external terrace –

08:00 to 09:00 daily

No more than 84 people could use the mezzanine terrace at any time due to the size of the space, which also contains landscaping.

The site is close to St Peter's Square and Deansgate Metrolink Stations and is also walkable distance from Salford Central and Oxford Road train stations and regular bus services are routed along Quay Street and Deansgate.

Bins would be stored within an enclosure within the yard located between the shed and the hotel, and a strategy would be in place for collections.

Given the above the proposals are considered to be in accordance with Policies SP1, CC4, CC7, EN19 and DM1 of the Adopted Core Strategy for the City of Manchester and saved policies DC10.1-10.4 and DC26 of the Unitary Development Plan for the City of Manchester in relation to the impact on residential amenity.

Crime and Disorder

The application is also supported by Crime Impact Statement and would be required to comply with the advice within this document by condition.

Given the above the proposals are considered to be in accordance with policies DM1 and SP1 of the Core Strategy for the City of Manchester in relation to the impact on crime and disorder.

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 visitors will travel to and from the site via sustainable modes.

The concerns raised by Highways in relation to the courier service, cycle parking levels and the loading bay have been attached to the application to require further information by conditions.

The advice from Highway Services in relation to the requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will be applied to the applications as an informative.

The current levels of congestion in the area and the changing nature of the area has been taken into account by Highway Services and will be considered in the discharge of the relevant conditions.

Given the above the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework and Policies SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester in relation to highway safety and impacts.

Disabled Access

Disabled access would be provided through the proposed entrance on Water Street where there would be a platform lift providing access between the ground floor and the mezzanine. Internally there would be a separate accessible WC from the baby change unit.

Given the above the proposals are considered to be in accordance with the Core Strategy for the City of Manchester, in particular Policies SP1 and DM1.

Flood Risk -

The site is partly within Flood Zone 2 and partly within Flood Zone 3.

The measures within the submitted flood risk assessment would be required to be implemented by condition. All conditions recommended by the Environment Agency and the City Council's Flood Risk Management Service would be applied to the application.

Given the above the proposals are considered to be in accordance with the Core Strategy for the City of Manchester, in particular Policies EN14, SP1 and DM1.

Public Safety (Water Safety) -

The property is adjacent the River Irwell and includes external spaces overlooking the river.

The information requested by Manchester Water Safety Partnership would be required by condition.

Given the above the proposals are considered to be in accordance with the Core Strategy for the City of Manchester, in particular Policies SP1 and DM1.

Biodiversity and Bats -

Conditions would require measures to survey the site and protect any bats found and also give consideration to the provision of bat boxes and bricks and bird boxes.

Given the above the proposals are considered to be in accordance with the Core Strategy for the City of Manchester, in particular Policies EN15, SP1 and DM1.

Conclusion -

The proposals would facilitate access to the river through the creation of an entrance and the connection to the Victoria and Albert Hotel site. Currently the river walk cannot be accessed due to the underpass being closed off since the Leftbank buildings were constructed. The introduction of the new terrace would be able to be accessed via a future stair should there be a desire to open up the river walk in the future. It should be noted that this is currently out of the applicant's control as the Victoria and Albert Hotel has security measures in place to stop pedestrian's walking past sleeping accommodation. The current path is only used for emergency escape from the hotel.

The above report addresses the other comments within the objections.

Having taken all matters into account, including the representation received, the applicant is considered to be at a point in their efforts to resolve the issues raised in the representation that allows the determination of this application. As the scheme is in accordance with approved planning policy, it can be dealt with through the scheme of delegation even though there have been objections.

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:

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. All such issues have been resolved due to the discussions within the applicant and the conditions.

136041/FO/2023 - 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 be carried out in accordance with the following drawings and documents:

The location plan referenced 200097-3DR-XX-DR-A-08001 Rev A received by the City Council as local planning authority on 23 January 2023

The drawings referenced:

200097-3DR-00-DR-A-08021 Rev A
200097-3DR-XX-DR-A-08003 Rev A

all received by the City Council as local planning authority on 23 January 2023

200097-3DR-ZZ-DR-A-08702 Rev A

received by the City Council as local planning authority on 18 April 2023

200097-3DR-ZZ-DR-A-08111 Rev C
200097-3DR-R1-DR-A-08024 Rev B
200097-3DR-ZZ-DR-A-08113 Rev A
200097-3DR-ZZ-DR-A-08114 Rev A

all received by the City Council as local planning authority on 21 April 2023

200097-3DR-ZZ-DR-A-08112 Rev C

received by the City Council as local planning authority on 19 May 2023

200097-3DR-01-DR-A-08022 Rev B
200097-3DR-ZZ-DR-A-08211 Rev C
200097-3DR-ZZ-DR-A-08212 Rev C

all received by the City Council as local planning authority on 2 June 2023

200097-3DR-M1-DR-A-08023 Rev A

received by the City Council as local planning authority on 7 June 2023

The Design and Access Statement prepared by 3DR3ID referenced 200097-3DR-XX-RP-A-08701_A (as amended by the above drawings) received by the City Council as local planning authority on 23 January 2023

The Air Quality Assessment prepared by BWB received by the City Council as local planning authority on 23 January 2023

The Crime Impact Statement prepared by Greater Manchester Police received by the City Council as local planning authority on 23 January 2023

The Shipyard Operational Management Plan received by the City Council as local planning authority on 23 January 2023

The Shipyards - Ventilation Strategy prepared by FWP UK Ltd received by the City Council as local planning authority on 23 January 2023

The Acoustic Planning Report prepared by Sandy Brown received by the City Council as local planning authority on 23 January 2023

The Flood Risk Assessment prepared by ARP received by the City Council as local planning authority on 23 January 2023

The Foul and Surface Water Drainage Strategy prepared by ARP received by the City Council as local planning authority on 23 January 2023

The Heritage Statement prepared by Stephan Levrant Heritage Architecture received by the City Council as local planning authority on 23 January 2023

The Waste and Servicing Strategy prepared by Vectos received by the City Council as local planning authority on 23 January 2023

The Transport Statement prepared by Vectos received by the City Council as local planning authority on 23 January 2023

The Framework Travel Plan prepared by Vectos received by the City Council as local planning authority on 23 January 2023

The Licensed Bat Survey and Ecological Assessment prepared by ERP (Consultant Ecologists) Ltd received by the City Council as local planning authority on 23 January 2023

The letter from 3DR3ID dated 20 March 2023 (points 4, 6 and 12 only).

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, CC1, CC4, CC9, EN1, EN3, EN14 and DM1 of the Core Strategy, saved policies DC10, DC18.1, DC19.1 and DC26.7 of the Unitary Development Plan.

3) Before the development hereby approved commences, an emergency flooding plan shall be submitted to and approved in writing by the City Council as local planning authority. This approved

emergency flooding plan shall be complied with for the duration of the use of the building hereby approved.

Reason: To protect occupiers from the dangers of flooding, pursuant to policy CC10, DM1 and SP1 of the Core Strategy.

4) Prior to the first use of the development hereby approved, a scheme for the storage and disposal of refuse shall be submitted for approval in writing by the City Council as Local Planning Authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal storage areas are required. The details of the approved scheme shall be implemented prior to the first use of the development and shall remain in situ whilst the use or development is in operation.

Reason - 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.

5) Prior to the commencement of the construction phase of the development a detailed construction and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- further details on utility works and associated traffic management.
- the phasing and quantification/classification of vehicular activity associated with planned construction with commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway.
- contractor parking provision.
- measures to deal with mud and dust on the highway.
- consideration of ongoing construction works and contractor parking in the locality.
- details of an emergency telephone contact number for a person responsible for the site; to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.
- compound locations where relevant.
- location, removal and recycling of construction waste.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN14, EN15, EN17, EN19 and DM1 of the Manchester Core Strategy.

6) No development shall take place until the following evidence has been submitted to and approved in writing by the Local Planning Authority:

- Where development is proposed above or in close proximity to a public sewer, evidence of agreement in principle from United Utilities.
- Evidence of consultation with the Environment Agency on the proposed substation.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

7) Prior to the commencement of the construction phase of the development a detailed method statement outlining management of the risks associated with open water during the construction works and during the operation of the use hereby approved shall be submitted to and approved in writing by the local planning authority (approval to be in consultation with Manchester Water Safety Partnership), which for the avoidance of doubt shall include:

- i) The completion of the MWSP Water Safety Impact Assessment for developments by city centre waterways.
- ii) The provision of Public Rescue Equipment
- iii) The provision of publicly accessible signage/information promoting water safety

The measures identified shall be included within the development throughout the construction of the development and shall be maintained for the duration of the use.

Reason - In order to ensure that all staff, managers and construction workers involved in the construction and use of the property are aware of the risks of open water in order to minimise open water related accidents in accordance with Section 149 of the Equality Act 2010 and the Core Strategy for the City of Manchester, in particular Policies CC10 (A Place for Everyone), SP1 (Spatial Principles) and DM1 (Development Management) and Section 8 (Promoting Healthy and Safe Communities) of the National Planning Policy Framework.

8) a) Prior to the commencement of the construction of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted to and approved in writing by the City Council, as Local Planning Authority.

In this condition a Local Labour Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

The approved document shall be implemented as part of the construction of the development.

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

9) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(a) Samples and specifications of all material to be used on all external elevations and rooves of the development, drawings to illustrate details of full-sized sample panels and mock-ups that will be produced (The panel to be produced shall include jointing and fixing details between all component materials and any component panels), details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management.

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle.

(c) The sample panels and quality control management strategy.

The approved materials shall be used in the construction of the development.

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, as specified in policies SP1 and DM1 of the Core Strategy.

10) Prior to the loss of the existing ground floor disabled parking spaces, full details shall be submitted of the relocation of these spaces to the basement parking area. These works shall be carried out fully and only in accordance with the approved details prior to the loss of the existing ground floor disabled parking spaces and the spaces shall be retained in use for as long as the building is in use.

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

11) Prior to the commencement of the development hereby approved final details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of bat boxes and bricks and bird boxes shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

Reason - To ensure that a satisfactory measures to enhance biodiversity are incorporated within the development in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

12) The works shall not in any circumstances commence unless a method statement prepared by a specialist for bats including:

- A tool box talk to the contractor;
- Details of procedures should a bat be found and;
- A programme of bat surveys ahead of each phase of any external works where bats may be affected.

Has been submitted to and agreed in writing by the City Council as local planning authority before the development hereby approved commences. The approved documents shall be complied with for the duration of the external works.

Reason - To ensure wildlife habitats are not adversely affected and to be consistent with policies EN15 and DM1 of the Manchester Core Strategy.

13) Before first occupation of any part of the development hereby approved, an updated Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in

place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

14) Prior to the commencement of the use hereby approved a statement and drawings confirming the plan for the provision of food courier parking for the food couriers that will service the development hereby approved at the site, which shall include evidence/data supporting the stated level of food courier collections and details of the parking locations and how this will be managed. The approved details shall be implemented and operational prior to the first operation of the use hereby approved and shall be maintained for the duration of the use.

Reason - To ensure that satisfactory infrastructure is appropriately provided to allow sufficient parking for food couriers by reference to the provisions of policies CC10, T1, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

15) Before the development is first brought into use details of provision to be made for bicycle parking shall be submitted to and approved in writing by the City Council as local planning authority. The approved space 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 mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

16) a) Prior to the first use of the development hereby approved, a scheme to acoustically insulate the internal areas of the premises and control the noise levels on the external terrace to limit the break out of noise shall be submitted for approval in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the first use of the premises.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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.

17) 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.

18) 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 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) Prior to first operation of the equipment hereby approved, 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.

19) The proposed development shall be designed and managed in accordance with the recommendations contained within the Crime Impact Statement prepared by Greater Manchester Police Design for Security referenced 2022/0448/CIS/01. These measures shall be fully implemented before the use hereby approved commences. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for the development.

Reason: To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

20) (a). Three months prior to the first occupation of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development. In this condition a Local Labour Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b). Within 6 months of the first occupation of the development, a Local Labour Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council, as Local Planning Authority. Any Local Labour Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

21) Prior to the occupation of the development, full details of the loading bay on Water Street, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

Reason -To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012)

22) Notwithstanding the information detailed within Condition 2 of this application prior to 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.

23) a) Prior to the removal of any part of the wall on Water Street a method statement for the creation of openings and strengthening measures shall be submitted to and approved in writing by the City Council as local planning authority.

b) The works to create openings within the wall shall be carried out fully in accordance with the approved method statement.

c) Any loss of fabric that is additional to that shown on the drawings included within Condition 2 of this permission shall be fully justified in terms of structural stability of the wall and the measures assessed to strengthen it and shall be approved in writing by the City Council as local planning authority prior to the first use of the development hereby approved.

d) The possibility of rebuilding the wall shall be assessed and the extent of rebuilding shall be fully justified and full details of the extent of rebuilding shall be submitted to and approved in writing by the City Council as local planning authority.

e) Any approved rebuilding shall be completed in accordance with the approved details prior to the first use of the development hereby approved.

Reason - In the interests of visual amenity, and because the proposed works affect a building within the curtilage of a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and

DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

24) a) Notwithstanding the information detailed within Condition 2 of this application, full and final details of the works to each of the existing windows and window openings, shall be submitted to and formally approved in writing by the City Council as Local Planning Authority prior to the commencement of the works to the elevations of the shed hereby approved.

b) Full details of works to retained windows shall include a condition survey and method statement clarifying how the retained windows will be repaired.

c) Full details of replacement windows or reinstated windows shall include detailed scaled drawings, including cross sections showing the replacement windows in comparison to the existing.

d) Any removal of windows shall require assessment, justification and evidence of disrepair preventing reuse, which shall include a condition survey and method statement for the removal and clarification of how the windows affected will be reused.

e) The works shall be carried out only as agreed in accordance with the approved details and shall be completed prior to first occupation of the development hereby approved.

Reason - In the interests of visual amenity, and because the proposed works affect a building that is within the curtilage of a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

25) Notwithstanding the information detailed within Condition 2 of this application and prior to the commencement of any landscaping works full and final details of the landscaping scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The following information shall be submitted:

(a) Samples and specifications of all materials to be used in the landscaping.

(b) Details of planting species.

(c) A strategy for quality control management and maintenance.

The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. 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 measures to enhance biodiversity are incorporated within the development in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

26) Notwithstanding the information detailed within Condition 2 of this application, full and final details of all works to create the new main entrance on Water Street, shall be submitted to and formally approved in writing by the City Council as Local Planning Authority prior to the commencement of any works to the elevations of the shed hereby approved. The works shall be carried out fully and only in accordance with the approved details.

Reason - In the interests of visual amenity, and because the proposed works affect a building that is within the curtilage of a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, CC9, EN1, EN 3 and DM1 of the Adopted Core Strategy for the City of Manchester, the Design and Principle of the Guide to Development in Manchester SPD and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

27) Full details of the internal fit-out of the building shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the completed development. The internal fit out shall then be carried out full and only in accordance with the approved information.

Reason - To understand the impact on the character of the shed and the impact on surrounding occupiers in accordance with policies DM and SP1 of the Core Strategy for the City of Manchester.

28) The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:-

The use of internal areas of the development -

Sunday to Thursday and Bank Holidays - 08:00 to 01:00

Friday and Saturday - 08:00 to 02:00

The last entry time on all days shall be 00:00 (midnight).

The ground floor external terrace -

08:00 to 23:00 daily.

The mezzanine level external terrace:

08:00 to 21:00 daily

The use of external speakers or music of any kind is not permitted on the external terraces.

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.

29) 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 on Sundays and Bank Holidays

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

30) The development hereby approved shall proceed in strict accordance with the Flood Risk Assessment (FRA) (referenced 2132/01r1a, produced by ARP Associates, dated 13th January 2023) and the mitigation measures identified within. These measures shall be retained for the duration of the use.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

31) 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

32) The windows at ground level, fronting onto Water Street, the Irwell River and New Quay Street 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.

33) The access measures for disabled people to gain access into and throughout the premises as shown on the drawing referenced 200097-3DR-01-DR-A-08022 Rev B and as described within the Design and Access Statement referenced 200097-3DR-XX-RP-A-08701_A received 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.

34) The development shall proceed in strict accordance with the Flood Risk Assessment (FRA) (referenced 2132/01r1a, produced by ARP Associates, dated 13th January 2023) and the mitigation measures identified, which shall be complied with for the duration of the construction phase of the development and completed prior to the first use of the development and retained for the duration of the use. Any proposed changes to the approved FRA and/or the mitigation measures identified will require the submission of a revised FRA as part of an amended planning application.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

136041/FO/2023 - 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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

The location plan referenced 200097-3DR-XX-DR-A-08001 Rev A received by the City Council as local planning authority on 23 January 2023

The drawings referenced:

200097-3DR-ZZ-DR-A-08112 Rev C

received by the City Council as local planning authority on 19 May 2023

200097-3DR-01-DR-A-08022 Rev B

all received by the City Council as local planning authority on 2 June 2023

The Design and Access Statement prepared by 3D Reid referenced 200097-3DR-XX-RP-A-08701_A (as amended by the above drawings) received by the City Council as local planning authority on 23 January 2023

The Heritage Statement prepared by Stephan Levrant Heritage Architecture received by the City Council as local planning authority on 23 January 2023

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

3) The works hereby approved shall not commence until a full method statement for all works to the original fabric of the bridge abutment hereby approved including the creation of the opening and the making good of the retained fabric has been submitted to and approved in writing by the City Council as local planning authority. The works shall then be carried out only in accordance with the approved method statement and all works within the approved method statement shall be completed prior to the first use of the opening hereby approved.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies EN3 and CC9 of the Core Strategy and saved policy DC19.1; of the Unitary Development Plan.

4) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(a) Samples and specifications of all materials to be used in the works to the abutment and detailed drawings to illustrate jointing and fixing details between all component materials.

(b) A quality control management strategy.

The approved materials shall be used in the construction of the development.

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, as specified in policies SP1 and DM1 of the Core Strategy.

5) The works hereby approved shall not commence until detailed drawings including cross sections showing the alterations to the bridge abutment hereby approved have been submitted to and approved in writing by the City Council as local planning authority. The works shall then be carried out only in accordance with the approved drawings.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies EN3 and CC9 of the Core Strategy and saved policy DC19.1; of the Unitary Development Plan.

Informatives

1) The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up. Flood warnings can give people valuable time to prepare for flooding - time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities. For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-forflooding>. To get help during a flood, visit <https://www.gov.uk/help-during-flood>. For advice on what do after a flood, visit <https://www.gov.uk/after-flood>.

2) If there is any substantive works within 8m or on the watercourse it will require an environmental permit.

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- o on or within 8 metres of a main river (16 metres if tidal)
- o on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- o on or within 16 metres of a sea defence
- o involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- o on the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

3) The following measures relating to construction and demolition are required to be discussed with the City Council's Environmental Health Service via Environment on Call (0161 234 5004):

- Measures to control noise and vibration.
- Dust suppression measures.
- A community consultation plan.
- Sheeting of construction vehicles.

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

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

5) Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk.

6) The applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

7) The permission hereby granted does not grant or imply grant of planning permission or advertising consent for the signs that are shown on the drawings hereby approved. These signs require separate consent and will be assessed as part of that.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
United Utilities Water PLC
Canal & River Trust
Salford City Council
Manchester Water Safety Partnership
Greater Manchester Ecology Unit

1 New Quay Street, Manchester, M3 4BN
The Victoria And Albert Hotel, Water Street, Manchester, M3 4JQ
Apartment 812, 18 Left Bank, Manchester, M3 3AJ
88 - 100 Quay Street, Manchester, M3 4PR
Apartment 806, 18 Left Bank, Manchester, M3 3AJ
Apartment 802, 18 Left Bank, Manchester, M3 3AJ
Apartment 706, 18 Left Bank, Manchester, M3 3AJ
Apartment 703, 18 Left Bank, Manchester, M3 3AJ
Apartment 509, 18 Left Bank, Manchester, M3 3AJ
Apartment 501, 18 Left Bank, Manchester, M3 3AJ
Apartment 309, 18 Left Bank, Manchester, M3 3AJ
Apartment 307, 18 Left Bank, Manchester, M3 3AJ
Apartment 303, 18 Left Bank, Manchester, M3 3AJ
Apartment 213, 18 Left Bank, Manchester, M3 3AJ
Apartment 1301, 18 Left Bank, Manchester, M3 3AL
Apartment 1010, 18 Left Bank, Manchester, M3 3AL
Apartment 902, 18 Left Bank, Manchester, M3 3AL
Apartment 801, 18 Left Bank, Manchester, M3 3AJ
Apartment 612, 18 Left Bank, Manchester, M3 3AJ
Apartment 608, 18 Left Bank, Manchester, M3 3AJ
Apartment 508, 18 Left Bank, Manchester, M3 3AJ
Apartment 503, 18 Left Bank, Manchester, M3 3AJ
Apartment 301, 18 Left Bank, Manchester, M3 3AJ
Apartment 209, 18 Left Bank, Manchester, M3 3AJ
Apartment 207, 18 Left Bank, Manchester, M3 3AJ
Apartment 206, 18 Left Bank, Manchester, M3 3AJ
Apartment 1401, 18 Left Bank, Manchester, M3 3AL
Apartment 1305, 18 Left Bank, Manchester, M3 3AL
Apartment 1303, 18 Left Bank, Manchester, M3 3AL
Apartment 1302, 18 Left Bank, Manchester, M3 3AL
Apartment 1205, 18 Left Bank, Manchester, M3 3AL
Apartment 1103, 18 Left Bank, Manchester, M3 3AL
Apartment 1007, 18 Left Bank, Manchester, M3 3AL
Apartment 906, 18 Left Bank, Manchester, M3 3AL
Apartment 904, 18 Left Bank, Manchester, M3 3AL
Apartment 804, 18 Left Bank, Manchester, M3 3AJ
Apartment 708, 18 Left Bank, Manchester, M3 3AJ
Apartment 707, 18 Left Bank, Manchester, M3 3AJ
Apartment 701, 18 Left Bank, Manchester, M3 3AJ

Apartment 613, 18 Left Bank, Manchester, M3 3AJ
Apartment 507, 18 Left Bank, Manchester, M3 3AJ
Apartment 406, 18 Left Bank, Manchester, M3 3AJ
Apartment 402, 18 Left Bank, Manchester, M3 3AJ
Apartment 306, 18 Left Bank, Manchester, M3 3AJ
Apartment 212, 18 Left Bank, Manchester, M3 3AJ
Apartment 202, 18 Left Bank, Manchester, M3 3AJ
Apartment 1304, 18 Left Bank, Manchester, M3 3AL
Apartment 1107, 18 Left Bank, Manchester, M3 3AL
Apartment 905, 18 Left Bank, Manchester, M3 3AL
Apartment 604, 18 Left Bank, Manchester, M3 3AJ
Apartment 813, 18 Left Bank, Manchester, M3 3AJ
Apartment 607, 18 Left Bank, Manchester, M3 3AJ
Apartment 606, 18 Left Bank, Manchester, M3 3AJ
Apartment 605, 18 Left Bank, Manchester, M3 3AJ
Apartment 601, 18 Left Bank, Manchester, M3 3AJ
Apartment 505, 18 Left Bank, Manchester, M3 3AJ
Apartment 413, 18 Left Bank, Manchester, M3 3AJ
Apartment 408, 18 Left Bank, Manchester, M3 3AJ
Apartment 407, 18 Left Bank, Manchester, M3 3AJ
Apartment 405, 18 Left Bank, Manchester, M3 3AJ
Apartment 1213, 18 Left Bank, Manchester, M3 3AL
Apartment 1203, 18 Left Bank, Manchester, M3 3AL
Apartment 1201, 18 Left Bank, Manchester, M3 3AL
Apartment 1113, 18 Left Bank, Manchester, M3 3AL
Apartment 1106, 18 Left Bank, Manchester, M3 3AL
Apartment 1005, 18 Left Bank, Manchester, M3 3AL
Apartment 1004, 18 Left Bank, Manchester, M3 3AL
Apartment 712, 18 Left Bank, Manchester, M3 3AJ
Apartment 704, 18 Left Bank, Manchester, M3 3AJ
Apartment 312, 18 Left Bank, Manchester, M3 3AJ
Apartment 602, 18 Left Bank, Manchester, M3 3AJ
Apartment 506, 18 Left Bank, Manchester, M3 3AJ
Apartment 313, 18 Left Bank, Manchester, M3 3AJ
Apartment 1204, 18 Left Bank, Manchester, M3 3AL
Apartment 1202, 18 Left Bank, Manchester, M3 3AL
Apartment 1102, 18 Left Bank, Manchester, M3 3AL
Apartment 1006, 18 Left Bank, Manchester, M3 3AL
Apartment 913, 18 Left Bank, Manchester, M3 3AL
Apartment 809, 18 Left Bank, Manchester, M3 3AJ
Apartment 808, 18 Left Bank, Manchester, M3 3AJ
Apartment 803, 18 Left Bank, Manchester, M3 3AJ
Apartment 713, 18 Left Bank, Manchester, M3 3AJ
Apartment 409, 18 Left Bank, Manchester, M3 3AJ
Apartment 308, 18 Left Bank, Manchester, M3 3AJ
Apartment 204, 18 Left Bank, Manchester, M3 3AJ
Apartment 1105, 18 Left Bank, Manchester, M3 3AL
Apartment 1008, 18 Left Bank, Manchester, M3 3AL
Apartment 907, 18 Left Bank, Manchester, M3 3AL
Apartment 901, 18 Left Bank, Manchester, M3 3AL
Apartment 805, 18 Left Bank, Manchester, M3 3AJ
Apartment 603, 18 Left Bank, Manchester, M3 3AJ
Apartment 504, 18 Left Bank, Manchester, M3 3AJ
Apartment 502, 18 Left Bank, Manchester, M3 3AJ

Apartment 404, 18 Left Bank, Manchester, M3 3AJ
Apartment 403, 18 Left Bank, Manchester, M3 3AJ
Apartment 401, 18 Left Bank, Manchester, M3 3AJ
Apartment 304, 18 Left Bank, Manchester, M3 3AJ
Apartment 208, 18 Left Bank, Manchester, M3 3AJ
Apartment 903, 18 Left Bank, Manchester, M3 3AL
Apartment 807, 18 Left Bank, Manchester, M3 3AJ
Apartment 709, 18 Left Bank, Manchester, M3 3AJ
Apartment 705, 18 Left Bank, Manchester, M3 3AJ
Apartment 702, 18 Left Bank, Manchester, M3 3AJ
Apartment 609, 18 Left Bank, Manchester, M3 3AJ
Apartment 513, 18 Left Bank, Manchester, M3 3AJ
Apartment 512, 18 Left Bank, Manchester, M3 3AJ
Apartment 412, 18 Left Bank, Manchester, M3 3AJ
Apartment 305, 18 Left Bank, Manchester, M3 3AJ
Apartment 302, 18 Left Bank, Manchester, M3 3AJ
Apartment 203, 18 Left Bank, Manchester, M3 3AJ
Apartment 201, 18 Left Bank, Manchester, M3 3AJ
Apartment 1104, 18 Left Bank, Manchester, M3 3AL
Apartment 1101, 18 Left Bank, Manchester, M3 3AL
Apartment 1009, 18 Left Bank, Manchester, M3 3AL
Apartment 1002, 18 Left Bank, Manchester, M3 3AL
Apartment 1001, 18 Left Bank, Manchester, M3 3AL
Apartment 912, 18 Left Bank, Manchester, M3 3AL
Apartment 205, 18 Left Bank, Manchester, M3 3AJ
Apartment 908, 18 Left Bank, Manchester, M3 3AL
Apartment 909, 18 Left Bank, Manchester, M3 3AL

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
Conservation Area - Castlefield Conservation Area 1979
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: CENTRAL