

24 May 2023

FAO Angela Leckie
Planning Department
Manchester City Council
Town Hall
Albert Square
M60 2LA
PO Box 532

Dear Angela,

Application for Temporary Construction Compound, Mayfield Strategic Regeneration Area, Manchester

Please find enclosed an application submitted by the Mayfield Development Partnership LP ("the Applicant") for Full Planning Permission for the construction of a temporary construction compound, for which permission is sought for until 03 July 2030.

The Site currently benefits from a planning approval for a Construction Compound (126672/FO/2020) that is due to expire in July 2023. This application therefore represents a resubmission of an identical proposal to allow for an additional period of implementation.

As per the previous approval, the description of development as stated within the application form is as follows:

"Erection of a temporary construction compound and logistical hub (Sui Generis) to facilitate the construction of Mayfield Phase 1 (132255/JO/2021 and 125248/FO/2019, as amended) and neighbouring infrastructure developments until July 2030."

The site description, background, summary of the proposals, compliance with policy and information submitted with this application is provided in the remainder of this letter.

Site Description

Mayfield lies to the south of Fairfield Street in Manchester city centre, in close proximity to Piccadilly mainline railway station. The Mayfield area is bounded by Fairfield Street to the north; Temperance Street to the north-east; the Mancunian Way Ring Road (A653) to the south; and London Road (A6) to the west. The wider SRF area extends to 30 acres overall, a portion of which is subject to temporary works the Proposed Development.

The Site to which this application relates ("the Site") is approximately 1.52 ha and is located entirely within the Mayfield SRF area. The proposed construction compound will be located on either side of Hoyle Street, which is towards the eastern end of the SRF area. The 1.52 ha site currently comprises a scrap yard (Sui Generis) and commercial, business and service (Use Class E) units.

The size of the buildings proposed for phased demolition as necessary and as part of the site set up is 0.25 ha in total. The existing Site is not environmentally sensitive; it is previously developed 'brownfield land'. The Site is not located within a designated Conservation Area, nor does it contain any Listed Buildings.

Background

The Site forms part of the Mayfield SRF area, which was most recently endorsed by Manchester City Council's Executive Committee in May 2018. The SRF sets out a comprehensive strategy that will guide the future reconfiguration and redevelopment of five distinct neighbourhoods: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character.

There are a number of development plots on the site and the immediate area that form part of the overall Mayfield SRF, which would be brought forward through appropriate phasing. Phase 1 of development was approved in February 2020 (132255/JO/2021 and 125248/FO/2019). It comprises part of the Baring Street Campus and the Mayfield Park. Mayfield Park was delivered in September 2022 becoming the first city centre park in Manchester for over 100 years.

Mayfield features heavily within the Manchester Piccadilly (HS2) Strategic Regeneration Framework (2018). The SRF provides guidance for development proposals around Manchester Piccadilly Station and seeks to maximise the "regenerative and growth potential" around a new multi-modal transport interchange. Manchester Piccadilly represents one of the biggest, commercially led, mixed-use development opportunities in the UK, and has the potential to make a significant impact on the national economy.

The introduction of HS2 and Northern Powerhouse Rail services, combined with the proposals in the Mayfield SRF, will make Manchester Piccadilly one of the best connected and thus most productive locations in the North of England, providing major opportunities for economic and jobs growth, and the potential for large strategic investment opportunities.

This compound is of strategic importance to the city, as it is proposed as an alternative compound for major infrastructure projects that originally intended to use the site of the Mayfield Depot, following demolition, for the same purpose. This is set out in the Transport and Works Act Order proposed by Network Rail for the delivery of Platform 15 and 16.

The most recent Mayfield SRF, to be delivered by the Mayfield Partnership, seeks to instead re-use the Depot and bring forward a significant amount of employment-led uses in this space subject to occupier demand. By relocating the compound to Hoyle Street, rather than the Depot, this allows the redevelopment of this key part of the Mayfield Strategic Regeneration Framework to come forward at any time.

The Site currently benefits from a planning approval for a Construction Compound (126672/FO/2020) that is due to expire in July 2023. Therefore, in order to provide the continued option for a Construction Compound on Site a further permission is required.

A non-material amendment to Planning Permission 126672/FO/2020 was granted in January 2023 (135704/NMC/2022) This was submitted to amend the condition discharge trigger points in line with a phased approach to the implementation of the compound overall in line with planning permission 126672/FO/2020.

Proposed Development

In summary, the proposed development would seek to temporarily convert the use of the Site from a scrap yard (Sui Generis) and commercial, business and service units (Use Class E) to a construction compound. This is required as a proposed alternative compound for major infrastructure projects that originally intended to use the site of the Mayfield Depot, following demolition, for the same purpose.

Developments that may use the compound also include the Transport and Works Act Order ('TWAO') relating to the delivery of Platform 15 and 16 at Piccadilly. It is intended to act as a logistics hub and compound for site construction workers and to assist with the delivery of all three projects. It will never be used by more than one development project at a time.

The compound is to be situated on either side of Hoyle Street East. It includes the phased demolition of on-site structures, road closures, erection of site hoardings, hardstanding, the construction of site cabins, and car and cycle parking spaces for construction workers. Permitted development rights cannot be used for the development and use of the compound due to its potential use by multiple developments and its location in relation to these developments.

The application is for a temporary period only and it is anticipated that the site will be permanently redeveloped as part of the Mayfield Strategic Regeneration Framework (2018). It is intended that any Planning Permission be granted until 03 July 2030 as per the previous consent (126672/FO/2020), to be controlled via an appropriate time limiting planning condition.. This time period is required due to the potential lead-in and operational period for the Network Rail construction works.

The description of development as stated within the application form is as follows:

"Erection of a temporary construction compound and logistical hub (Sui Generis) to facilitate the construction of Mayfield Phase 1 (132255/JO/2021 and 125248/FO/2019, as amended) and neighbouring infrastructure developments until July 2030."

Vehicular access to the site is to be offered from the Mancunian Way for smaller vehicles, with larger vehicles taking a route via Fairfield Street and Hoyle Street. To ensure the routes are free of traffic and parked cars, a TRO will be applied for to agree new road markings to restrict on street parking. To create a comprehensive and unobstructed site compound, it is proposed that Chapelfield Road and within the site boundary are stopped up.

These routes, proposed TROs and roads to be stopped up are shown in the enclosed Transport Statement prepared by Civic Engineers. This access strategy and associated works have been agreed in principle with Manchester City Council Highways Authority and Transport for Greater Manchester.

The remaining elements of this covering letter set out the relevant planning policy, key regeneration priorities and other material considerations.

Planning Policy

This section of the report provides a summary of how the application proposals have been comprehensively assessed in relation to the Development Plan and other material considerations. It has been demonstrated that the proposals are in accordance with the Development Plan and positively

address the material planning considerations such that they merit the support of the Local Planning Authority.

National Planning Policy Framework (2021)

National Planning Policy is contained within the National Planning Policy Framework (NPPF). The Department for Communities and Local Government published the amended NPPF in July 2021. The document sets out the Government's planning policies for England and how these are to be applied.

At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF notes that there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development. The key tenets of the NPPF and their relevance with the Proposed Development are set out below.

Building a strong, competitive economy

Section 6 of the NPPF states that planning decisions should support economic growth and productivity. This includes seeking to address potential barriers to investment, such as inadequate infrastructure or services. The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

The Proposed Construction Compound will assist with the delivery of Platforms 15 and 16 at Piccadilly Station, and the HS2 project. The delivery of an alternative compound location also allows the Mayfield Depot to be redeveloped, subject to occupier demand, as per the Strategic Regeneration Framework. All three projects will enable significant economic growth within Manchester and are reliant on an alternative compound to the Mayfield Depot being secured.

Promoting healthy and safe communities

Section 8 of the NPPF promotes healthy, inclusive and safe communities which are safe and accessible; and enable and support healthy lifestyles

The temporary Construction Compound is critical to the future redevelopment of Platform 15 and 16 and HS2 as per the Mayfield SRF (2018) and the Manchester Piccadilly HS2 SRF (2018). These comprehensive and long-term redevelopment plans will improve the safety, walkability and sustainable transport options for Manchester and the wider region. The proposals will also immediately create a safer environment through the Traffic Regulation Orders proposed and the increased activity by construction workers on and around the site.

Promoting sustainable transport

Section 9 of the NPPF seeks to ensure that all development proposals include appropriate opportunities to promote sustainable transport modes; provide safe and suitable access for all users; and, have no significant impacts on the transport network which cannot be effectively mitigated to an acceptable degree. Additionally development proposals should facilitate access to high quality public transport and providing appropriate facilities that encourage public transport use.

Safe and suitable access will be facilitated through the correct routing of traffic as per the Transport Statement and road closures and parking restrictions will allow for additional space for vehicles entering and exiting the site.

The development will be located next to a range of sustainable transport modes within walking distance, including rail, Metrolink and bus services, which all operate from Piccadilly Station and the surrounding highway network. The compound will allow workers to leave tools and equipment on site, reducing the need to travel regularly to the city centre by car. Temporary car parking is proposed on site, but active modes of travel will be encouraged through the delivery of cycle parking facilities on the site.

Making effective use of land

Section 11 of the NPPF promotes and supports the development of under-utilised land and buildings in order to make as much use as possible of previously developed or brownfield land. In this case the proposed construction compound allows the Mayfield Depot building to be reused in the future use and development of the Mayfield Regeneration Area, rather than demolished at proposed in the TWAO.

Extant Unitary Development Plan policies (1995) and Manchester Core Strategy (2012)

The Site is situated within the administrative boundary of Manchester City Council. The Local Plan for Manchester City Centre comprises the Extant Unitary Development Plan policies and Core Strategy. The relevant policies to the Proposed Development are:

- Policy SP 1: Spatial Principles – states that new development will maximise the potential of the City’s transport infrastructure in particular promoting the use of public transport.
- Policy EC 1: Employment and Economic Growth in Manchester – states that proprieties for ensuring continues economic growth include improving access to jobs for all via public transport.
- Policy CC 1: Primary Economic Development Focus: City Centre and Fringe – seeks to provide a range of economic development uses in the City Centre, particular encouragement and support for development at Piccadilly and Mayfield is provided within this policy.
- Policy CC 5: Transport – outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means.
- Policy CC 8: Change and Renewal – focuses on change and renewal in the City Centres. Developments which make significant contribution to the City Centre’s role in terms of employment and growth, or which improve the accessibility and legibility of the Centre will be supported.
- Policy CC 10: A Place for Everyone = states that development will be supported where it promotes high standards of accessibility to buildings and across spaces in the City Centre.
- Policy T 1: Sustainable Transport – states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic; and accord to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and general peak time traffic.

- Policy EN 16: Air Quality – requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.
- Policy DM 1: Development Management – sets out the key issues that should be considered when assessing all development proposals. The issues include protection of amenity and local character, environmental standards and practical matters such as access and safety.
- UDP Policy DC26: Development and Noise – states that the Council will give consideration to developments which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning controls.

Mayfield Strategic Regeneration Framework (2019)

The core development principles set out within the Mayfield SRF include:

- Quality of place – creating a quality environment that people want to work, live and socialise in; and,
- Place Making, Park and Public Realm – the Mayfield Depot is recognised as key to the character of this new neighbourhood and placemaking.
- Temporary Uses – a commitment to continue to support temporary ‘meanwhile uses’ to ensure the Mayfield regeneration story continues.

The SRF highlights that the Partnership has already invested in temporary uses to help kick-start regeneration and facilitate economic activity. In line with the SRF 2018, this proposal for a temporary construction compound enables the future development of the SRF area.

Additionally the proposed location allows the Depot to potentially continue its temporary permission as a large scale music, arts and events venue with food and drink festivals and various exhibitions. This is until such time that occupier demand allows for a commercial development in this location to come forward, in line with the Mayfield SRF masterplan.

Other Material Planning Considerations

Neighbourhood Amenity

Policy DM 1 of the Manchester Core Strategy (2012) states that appropriate attention should be given to neighbourhood amenity when assessing all development proposals. The Proposed Development is located within a heavily urbanised area, and as a result, construction and operation of the Scheme is predicted to give rise to a range of potential impacts from noise and vibration, dust, landscape and visual impact, and traffic disruption.

The construction element of the development of Mayfield Phase 1 has been considered as part of the wider Environmental Impact Assessment submitted in support of 124972/FO/2019 and 125248/FO/2019. This sets out the necessary mitigation measures required in order to control the neighbourhood amenity issues set out in Policy DM1.

A Construction Environmental Management Plan will be submitted to the Council (and other relevant bodies) prior to the commencement of each phase of the Mayfield development. Construction methodology for future developments that may also use the compound will be submitted to Manchester City Council, secured by way of re-applying Planning Condition 5 (Construction Management Plan) related to Planning Permission Reference 126672/FO/2020. It This will be consistent with information used to discharge the relevant condition on each development or infrastructure project.

In order to provide sufficient Initial proposals for routing of traffic, along with traffic management plans and ways in which to reduce reliance on the car for access, are shown in the Transport Statement prepared by Civic Engineers.

Noise and Vibration

A Noise and Vibration Environmental chapter was prepared in support of 124972/FO/2019 and 125248/FO/2019. This included an assessment to appreciate the noise impact associated with the construction of the development on the nearest sensitive receptors and is submitted with this application to confirm the baseline noise levels.

The assessment confirms that noise levels as a result of construction are to be minimised by the mitigation methods described in BS 5228. Low noise and vibration construction methods will be used wherever practicable and appropriate acoustic screening will be implemented where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be Negligible or Minor Adverse.

The Proposed Development is therefore considered to comply fully with Core Strategy Policies DM1 and C10 and UDP Policy DC26 in relation to potential noise and vibration impact and mitigation measures outlined. These will be secured by a Construction Management Plan, to be approved prior to the compound being brought into use for each specific project.

Please note that information used in support of this application was submitted within planning permission 126672/FO/2020. However, prior to physically implementing this consent an updated Noise Management Plan would be prepared and agreed through re-applying Planning Condition 6 related to Planning Permission Reference.126672/FO/2020.

Air Quality

Policy EN16 requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the development itself.

During construction, site activities will have the potential to affect local air quality in particular from dust deposition and increases in particulate matter concentration. In order to minimise dust and fumes, the Principal Contractor will be required to consider and set out measures in a CMP relating to the following:

- Providing hard standing where vehicle movements mostly occur;
- Control measures and dust suppression techniques;
- Planning and controlling the orientation, shape and locations of stockpiles, to minimise the risk of dust rising through wind action;

- Measures such as screening and covering;
- Installing appropriate wheel washing facilities at the site exit, to minimise and reduce the risk of dust emissions and deposition of material on the public highway;
- Keeping adjacent roads and hard standing clean;
- Ensuring appropriate selection and maintenance of construction vehicles, plant and equipment (i.e. vehicle and plant which produce less emissions and are regularly serviced);
- Ensuring plant and equipment is not left running for long periods when not directly in use;
- Selecting where possible electrically powered plant, instead of petrol or diesel; and,
- Ensuring no wastes or unwanted material is burned on site.

Please note that information used in support of this application was submitted within planning permission 126672/FO/2020. However, prior to physically implementing this consent an updated Air Quality Assessment would be prepared and agreed through re-applying Planning Condition 8 related to Planning Permission Reference 126672/FO/2020.

Visual Impact

The construction phase of any building of any scale will involve processes that are visually unsightly and are likely, in visual effect terms to be largely adverse in nature, however these effects are temporary in their nature. Mitigating the effects of the construction phase will involve high quality hoardings that will be used to limit unsightly visual impacts at street level. On site trees will also be retained to offer further visual cover into the site.

These will seek to secure and protect the site and prevent views of the construction compound and ensures that the development is compliant with national planning policies set out above and Policy DM1 within the Core Strategy.

Traffic and Transport

Construction activity will generate traffic associated with both deliveries to and from the site and access by construction workers.

In order to reduce this impact on the local highway network sustainable transport modes for the construction workers would be encouraged. It is considered that the site is highly accessible with sustainable transport modes being in close proximity to Piccadilly Station, which provides connections via Rail, Metrolink and Bus Services. Piccadilly Station is a 5 minute walk from the Proposed Development Site.

A Traffic Management Plan (TMP) is included within the Transport Statement detail the operation of the construction compound in principle, to ensure the safe movement of pedestrians and vehicles, both on and off site.

Deliveries to the Site will be co-ordinated. Delivery routes for the delivery of large items of construction plant and building components will be discussed and agreed with Manchester City Council Highways Department, with operations undertaken during agreed periods, to minimise disruption to local traffic and the normal workings of the surrounding properties. Where possible, general construction items will be delivered within site working hours.

Civic Engineers have provided alternative access options to the Construction Compound for different types of vehicles expected to require access to the site. These options have been discussed in detail with Manchester City Council Highways Department and TfGM and are agreed in principle.

The Proposed Development is therefore considered to comply fully with Core Strategy Policies EC1, CC5 and T1 in relation to traffic and transport.

Please note it is our intention to agree this information through the re-application of Condition 3 related to permission 126672/FO/2020 which requires development to be carried out in line with a submitted Transport Statement.

Ecology

An initial habitat survey was undertaken by experienced ecologists on 24th November 2016 and walkover habitat surveys were repeated in May and June 2017 to assess if the habitats had changed significantly and identify any vernal and summer species that were not apparent in November 2016, in line with the recommended guidance for Habitat Surveys.

The survey was 'extended' (Institute of Environmental Assessment 1995, CIEEM 2013) to include a general assessment for the presence or potential presence of protected species, noting any areas of suitable habitat, along with the location and type of any incidental field signs of protected species. In particular, this component of the field survey focused on the potential presence of bats and breeding birds, taking into account any contemporary, relevant desk study records.

The surveys that have been prepared suggest that none of the existing buildings on site have the potential for bat roosts. Prior to any demolition works taking place under this proposal, a watching brief should be undertaken by a suitably qualified ecologist to confirm that there are no bat roosts. The results should be submitted to Manchester City Council prior to any demolition and secured by way of Planning Condition.

Please note that information used in support of this application was submitted within planning permission 126672/FO/2020. However, prior to physically implementing this consent an updated Ecology Assessment would be prepared and agreed through re-applying Planning Condition 10(b) related to Planning Permission Reference 126672/FO/2020.

Arboriculture

Buro Happold Engineering commissioned Thomson Ecology to undertake an arboricultural survey across the Mayfield SRF Area. During production, it was confirmed by Kath Rowbotham of Manchester City Council via email on 20th July 2017 that no trees within the Site or immediately adjacent to the Site boundaries are covered by Tree Preservation Orders or located within a Conservation Area.

The majority of the trees and groups of trees on Site are Category C trees and have little arboricultural or amenity value. The trees and groups identified on site are contained within the enclosed Arboricultural Survey.

The trees on the development site, screening it from the Mancunian Way, will be retained for the benefit of visual screening in addition to noise and dust control.

Please note it is our intention to agree this information through the re-application of Condition 3 related to permission 126672/FO/2020 which requires development to be carried out in line with a submitted Arboricultural Survey.

Ground Conditions

The generalised scope is to demolish the building structures on site down to ground level, leaving the hardstanding ground floor slab of the basement intact, unless they are used for storage of equipment on site. On this basis, the phased demolition proposals will result in any adverse impacts on below ground resources.

Construction Management Plans that will need to be prepared will need to detail how the control of hydrocarbons, pollutants or similar will need to be managed on site in order to control risk to ground resources. These will be prepared and submitted against a relevant planning condition prior to the site becoming operational for each specific project.

In addition to ground conditions, an Archaeological Desktop Survey has been produced for this part of the site that sets out there is little in terms of below ground remains that will exist in this location. As the development is likely to only take the existing buildings down to ground level and not below ground, the risk to below ground archaeological remains are considered to be low.

It is anticipated that there may be some partial below ground remains under the proposed development site, which comprises back to back workers housing. A full archaeological record for the site will be prepared once permanent redevelopment comes forward.

Please note it is our intention to agree this information through the re-application of Condition 3 related to permission 126672/FO/2020 which requires development to be carried out in line with a submitted Archaeological Assessment.

Summary

In addition to this covering letter, the following documents have been submitted in support of the application:

- Completed Application Form and notices;
- Existing and Proposed Application Drawings prepared by Seven Architecture;
 - Existing Site Plan (drawing ref. 20352_SK21, Revision A);
 - Proposed Site Plan – Option 1 (drawing ref. 20352_SK32, Revision B);

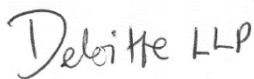
- Proposed Site Plan – Option 2 (drawing ref. 20352_SK33, Revision D);
- Hoardings Details - Typical Section/ Detail (drawing ref. 20352_SK500, Revision -);
- Arboricultural Survey prepared by Thompson Ecology;
- Site Wide Bat Survey prepared by Buro Happold;
- Geoenvironmental and Geotechnical Desk Study Report prepared by Buro Happold;
- Environmental Noise Survey Report prepared by WSP; and,
- Archaeological Desk-based Assessment prepared by Salford Archaeology.

The above submission documents and the planning application fee of £2,028.00 has been issued to Manchester City Council via the planning portal (ref. PP-12164018).

The Proposed Development comprises a construction compound to act as an alternative compound for major infrastructure projects that originally intended to use the site of the Mayfield Depot, following demolition, for the same purpose. The compound is to be situated on either side of Hoyle Street East, at the eastern end of the Mayfield SRF area.

I would be grateful for written confirmation of receipt and registration of this application. If there are any points of clarification required, please do not hesitate to contact Michael Percival (+44 161 455 6672 / mipercival@deloitte.co.uk).

Yours sincerely



Deloitte LLP