MANCHESTER CITY COUNCIL

## Important – Planning permission & notices of consent

## Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

MANCHESTER CITY COUNCIL

# Town & Country Planning Act 1990 (as amended)

# Planning Permission

| Applicant | Agent (if used) |
|---|---|
| ID Manchester Ltd & The University of Manchester<br>C/o Agent | Rachel Brown<br>Deloitte LLP<br>100 Embankment<br>Cathedral Approach<br>Manchester<br>M3 7FB |

## Part 1 – Particulars of the application/development

**Proposal**: Demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses) to prepare site for future development.

**Location**: Charles Street Multi Storey Car Park (Plot H Sister), Charles Street, Manchester, M1 7AR

**Date of application**: 14 August 2025

**Application number**: 143741/FO/2025

## Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

## Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise, traffic and air quality impacts. Further work and discussion shave taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

## Condition(s) attached to this decision

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 site location plan referenced 0667 (--)101 Rev 01 received by the City Council as local planning authority on 14 August 2025

The drawings referenced:

0667-HOD-XX-ZZ-DR-A-(--)150 Rev 02
0667-HOD-XX-ZZ-DR-A-(--)151 Rev 02

received by the City Council as local planning authority on 14 August 2025

The following documents:

The Environmental Statement: Volume 1 prepared by IEMA
Environmental Statement Volume 2: Appendices 2.3, 5.1, 5.2, 5.4, 6.1, 6.2, 6.3, 7.1, 7.2, 7.3, 8.1, 8.2
The Environmental Statement Volume 3 Non-Technical Summary prepared by IEMA
The Transport Technical Note v1.1 prepared by Civic Engineers
The Planning Statement prepared by Deloitte
The Tree Survey Schedule prepared by Tyler Grange
The Ecological Assessment prepared by Tyler Grange
The Preliminary Geoenvironmental Appraisal prepared by Calabrian
The Heritage Assessment prepared by Stephen Levrant Heritage Architecture.

The Enabling Works Flood Risk Assessment prepared by Roscoe received by the City Council as local planning authority on 22 September 2025
The EA Planning Correspondence prepared by Roscoe received by the City Council as local planning authority on 22 September 2025

The emails from Deloitte dated 21 October 2025, 24 October 2025,

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) Any demolition of fabric and/or clearance of vegetation should aim to avoid the nesting period (March-September). Where this cannot be achieved, an Ecologist should perform a check on the building to confirm absence of nesting birds within 48 hours prior to its removal. Any active nests present, regardless of species, would need to be safeguarded through a method statement to be submitted to and approved in writing by the City Council as Local Planning Authority which shall be complied with until young have fledged and/or for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) Prior to the commencement of development, a Demolition Management Plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- Measures to control and mitigate noise and vibration
- Dust suppression measures

- Compound locations where relevant
- Details of an emergency contact telephone number
- A community consultation plan
- A pedestrian management plan - The plan should confirm the proposed route for pedestrians, signage and crossing points (including ramps).
- Sheeting of demolition vehicles
- Wheel washing
- Details of proposed hoarding, including location
- Traffic Management Plan
- Waste Management Plan
- Details of vehicle movements and demolition vehicle entrance and exit points
- A site plan showing the effects of demolition on pedestrians and vehicles
- Location of parking facilities for contractors and visitors
- A dilapidation survey of nearby highway to ensure highway repaired if damaged

The development shall only be carried out in accordance with the approved management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies EN19 and DM1 of the Manchester Core Strategy and saved UDP Policy DC26.

5) Prior to the commencement of the demolition hereby approved, a method statement for the demolition works must be provided which specifically accounts for the presence of the culverted Shooters Brook through the site and ensures that the proposed demolition works will not compromise the integrity of the culvert.

Reason: To ensure safe development through appropriate consideration of culverted watercourse assets. This condition is imposed in light of local policies SP1, DM1 and EN14.

6) Exception the demolition of works to ground level and limited removal of pre-existing ground slab(s) to facilitate ground investigation, no development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A site investigation scheme, to provide further information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 187 of the NPPF.

7) Prior first use of the development site, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 187 of the NPPF.

8) No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the NPPF

9) A fully secured hoarding shall be maintained in place, surrounding the site from the commencement of the demolition works until an alternative boundary treatment is approved.

Reason - To safeguard the amenities of nearby residents and prevent misuse of the site pursuant to policies DM1 and SP1 of the Manchester Core Strategy and saved UDP Policy DC26.

10) Prior to the installation of any lighting scheme associated with the demolition works hereby approved, full details of how the scheme has been designed to avoid adverse impact on retained habitats and any newly planted trees shall be submitted to and approved in writing by the City Council as local planning authority. The lighting scheme shall then be installed only in accordance with the approved details.

Reason - To safeguard habitats, pursuant to policies SP1, EN15 and DM1 of the Manchester Core Strategy.

11) Prior to the completion of the demolition of the building, full details of how the site will be treated in the interim period between the demolition and the redevelopment of the site, including boundary treatment, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include timescales for completing the temporary surface and boundary treatment and the details of the materials. The approved details shall be implemented within 6 months of the completion of the demolition of the building.

Reason - To ensure there are satisfactory arrangements in place between the demolition and redevelopment to complete a compressive short-term temporary arrangement pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

12) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall

not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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

13) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved document Arboriculture Impact Assessment by Tree Solutions received by the City Council, as Local Planning Authority, on the 19 August 2025 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the demolition of the building.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard BS 5837:2012 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.
(d) Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

These trees are an excellent green asset in the city centre, and we would expect any proposed developer to incorporate the trees into the proposed design.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

## Informatives

**Building Regulations 2010**
This permission does not grant approval under Building Regulations.

**Street Naming & Numbering Requirements**
Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance

with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:
http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

**Mining Information**
The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Mining Remediation Authority.

Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species.

Work that will impact on habitats where nesting birds may be present (for example building demolition works), should not be undertaken in the main bird nesting season (March - August) unless suitable checks for active bird nests have been undertaken.

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

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

RAMS
The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration

any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Fail Safe Use of Crane and Plant
All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of
overhead electrical equipment or supports. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail prior to implementation.

Please see links to guidance for tower crane and mobile cranes adjacent to the railway to be flagged up to the developer/applicant.

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

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

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

Demolition
Any demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building(s), due to its close proximity to the Network

Rail boundary, must be carried out in accordance with an agreed method statement. Review of the method statement will be undertaken by the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

Access to Railway
All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 - around the clock) both during construction works and as a permanent arrangement.
o The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.
o The proposal construction works must not prevent Network Rail from accessing its land.

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

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

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

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

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

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

Demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council's Environmental Health Service:

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

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience. The applicant should engage with MCCs Events and Network Management Team and ensure that impacts of the demolition on the adopted highway network are mitigated against.

Works should take place outside the busy Christmas season (07/11 to 04/01). TfGM have a bus service that uses Sackville Street and Charles Street, the 147 between Piccadilly and West Didsbury that would need to be re-routed, so advance notice of the road closure will help plan and introduce diversion.

Date: 4 December 2025

Signed:

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

## Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-decision The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority of the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

## Right of challenge on planning application decision

A third party does not have a right of appeal against a decision on a planning application. Instead there is a right of challenge (a Judicial Review) which is limited to lawfulness of the procedure that we have taken in coming to that decision.

Any challenge must be based on the following and not the merit of the decision:

- Procedural irregularity
- Irrationality
- Illegality

Any application for permission to bring such a challenge (which is through the High Court) must be made within 6 weeks of the date of the decision being issued.

Mining Remediation Authority

**STANDING ADVICE - DEVELOPMENT LOW RISK AREA**

*The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.*

*Further information is also available on the Mining Remediation Authority website at:* Mining Remediation Authority - GOV.UK

*Standing Advice valid from 1st January 2025 until 31st December 2026*