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15 May 2026

Planning Department
Manchester City Council
Town Hall
Albert Square
Manchester
PO Box 532
M602LA

Dear Jennifer

Waterhouse Gardens, Dutton Street, Manchester – Section 73 (Minor-Material Amendment) Application to Planning Permission Ref. 138031/JO/2023

Please find enclosed an application for a minor-material amendment to Planning Permission ref. 138031/JO/2023 in accordance with Section 73 of the Town and Country Planning Act 1990.

This application relates to Waterhouse Gardens, and the applicant is Salboy Ltd.

Background

Planning Permission (ref. 118831/FO/2018) was granted on Site on 19 January 2018, for:

"Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works"

A non-material amendment (Ref. 132287/NMC/2021) was approved in relation to the scheme in November 2021 which allowed the trigger points of eight pre-commencement conditions to be amended.

Following this and the discharge of the necessary pre-commencement conditions in February 2022 (Ref. CDN/21/0931), the planning permission was lawfully implemented on 14 June 2022.

A further non-material amendment (Ref. 137321/NMC/2023) was approved in July 2023, to amend the condition wording for condition 6a to allow early enabling works to commence.

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In addition, a Section 73 application (Ref. 138031/JO/2023) to amend the approved plans for the inclusion of a basement area in Block A, was submitted in September 2023 and approved in March 2024. This represents the operative consent.

Description of Development

The proposed Description of Development is:

"Variation of Condition 3 (Approved Drawings and Documents) and Condition 25 (Servicing Hours) for the introduction of a loading bay on Trinity Way and extension of approved servicing hours"

Proposed Minor-Material Amendments

Condition 3 – Trinity Way Loading Bay

This application seeks agreement for the introduction of a new loading bay along Trinity Way, at the southern edge of the Site. It is proposed that this loading bay will serve commercial units located within Block E of the Proposed Development.

The approved servicing strategy concentrates servicing and refuse activity for the Block E commercial units along the new Central Boulevard on the western edge of the site. However, following discussions with prospective tenants, this arrangement has been deemed unsuitable due to the significant level changes between the Central Boulevard and Trinity Way which would create health and safety risks when moving goods. Consequently, alternative servicing options have been explored.

Using the already approved loading bay on Dutton Street to serve additional units in Block E was considered, but it presents the same health and safety concerns when moving goods due to level differences with Trinity Way. As such, Trinity Way is the only practical servicing location. Given its nature as a dual carriageway, kerbside loading would be inappropriate, meaning a dedicated loading bay is required to minimise disruption to passing traffic and to ensure safe loading and unloading for delivery staff.

Loading Bay Design

The loading bay has been designed to the following dimensions:

- Length – 24m (8m entry taper – 12m loading bay – 4m exit taper)
- Depth – 3m (at its deepest point)

The loading bay design is supported by vehicle-tracking analysis carried out by SLR, based on an 18-tonne HGV. This vehicle is slightly longer than the typical 10.2 m rigid used for urban deliveries, which the prospective commercial tenant has confirmed represents the largest vehicle they use for their operations, demonstrating the loading bay is appropriately sized. Full design details and dimensions are provided in drawing 1174-WRI-XX-XX-DR-L-0062 prepared by Wrights Landscaping and submitted with this application.

Highways Safety

Given the nature of Trinity Way as a main highway within the City, a Traffic Impact Assessment has been undertaken by SLR and submitted in support of this application. The report assesses the potential impact of proposals on the highway and set out mitigation measures as required.

In terms of levels of use, it is noted within the report that the level of activity in the space will be low, with no more than 6 vehicles per day using the space. The operation of this will be actively managed by the commercial occupier to ensure that there are not conflicts of vehicles wanting to access the loading bay at the same time.

The traffic impact will be limited to vehicles slowing to enter the layby and then accelerating back into the flow. Trinity Way at this location sits between two traffic signals, which create natural gaps in traffic and provide suitable opportunities for drivers to re-join without disrupting other road users.

Trinity Way features two lanes at this point, so a vehicle slowing to enter the loading bay will only directly affect the nearside lane. This arrangement is common in urban environments and there are comparable loading bays on the Inner Relief Road where similar activity occurs and is readily anticipated by other drivers when a delivery vehicle indicates. In addition, Trinity Way is a straight route with good forward visibility, reducing the likelihood of sudden manoeuvres affecting following traffic.

On this basis, the proposals are not considered likely to give rise to any material highway safety issues.

Pre-application Consultation

An initial email was sent on 16 December 2025 to the MCC Planning Officer summarising the proposals and their rationale. A response on 19 December advised that, because Trinity Way is a busy city highway, there were both planning and highways concerns and further engagement would be required to fully test the proposals. Following this, an email was issued to MCC Highways on 14 January 2026 setting out the proposals and the additional work undertaken to test them, including a traffic impact assessment. A reply on 22 January

2026 confirmed the proposed loading bay appears acceptable, subject to certain points being addressed. These points are summarised in the table below:

Table 1: MCC Highways Comments

MCC Highways Comment	Response
Proposals must demonstrate that the worst-case Co-op delivery vehicle can be accommodated within the current design.	As per the above, the loading bay design is supported by vehicle-tracking analysis carried out by SLR, based on an 18-tonne HGV. This vehicle is slightly longer than the typical 10.2 m rigid used for urban deliveries, which the prospective commercial tenant has confirmed represents the largest vehicle they use for their operations, demonstrating the loading bay is appropriately sized.
The 2m footway surrounding the area must be retained. This area would be offered up for adoption.	Please see below Planning Policy considerations section for further detail.
The construction specification of the footway in this location would need to meet vehicle crossover standards to accommodate regular loading activity.	The construction specification is being reviewed by utilities specialist to ensure proposals are not impacting existing services. Full details will be provided as part of any subsequent S.278 application to MCC Highways.
Additional TROs will be required to cover the new loading-bay.	TROs to be agreed via subsequent S.278 application to MCC Highways
Any loss of green infrastructure within the public realm will need to be re-provided elsewhere.	It has been confirmed that the proposals will not result in any net loss of green infrastructure. An updated Landscaping General Arrangement plan has been submitted in support of this application.

Proposed Amendment

In order to formalise these works it is proposed that the wording of Condition 3 for LPA ref. 138031/JO/2023 is amended to reflect submitted documents and plans within the approved drawing and documents attached to any subsequent Decision Notice.

Condition 25 – Servicing Hours

This application also seeks to amend the proposed servicing hours as set out within Condition 25. Currently, Condition 25 restricts servicing between the following hours:

> *"Monday to Saturday 07:30 to 20:00*
>
> *Sundays (and Bank Holidays): No deliveries/waste collections"*

However, following discussions with a forthcoming tenant potential safety concern regarding servicing within these hours have been raised given the location next to Manchester College and servicing during peak hours. As such, it is proposed that the servicing hours be extended to allow servicing to occur slightly earlier in line with the following hours:

> *"Monday to Saturday 07:00 to 20:00*
>
> *Sundays (and Bank Holidays): No deliveries/waste collections"*

Pre- Application Consultation

An email was issued to MCC outlining the proposals on 08th September 2025, a response was provided confirming that an extension of servicing hours to 7am could be considered so long as the relevant supporting documents were provided to reflect this change. As such, an updated Servicing Management Strategy reflecting the new servicing hours has been prepared by SLR and submitted in support of this application.

Environmental Impact Assessment (EIA) Screening

The approved development was subject to an EIA. An Environmental Statement ("ES") was submitted with the application in January 2018 ("the 2018 ES"). The 2018 ES has not been subsequently updated and so the 2018 ES is the most up-to-date ES pertaining to the Site.

Due to the limited nature and scale of the changes to the approved development the proposed amendment – in isolation or cumulatively with changes progressed in previous and concurrent amendment applications - will have no significant environmental effects on socio-economic, townscape and visual impact, archaeology and cultural heritage, noise and vibration, air quality, flood risk, daylight and sunlight or wind microclimate.

Regarding traffic and access, the impact of the Proposed Development was robustly assessed as part of the original EIA, where it was assessed that the Proposed Development would have Negligible to Minor impact on the surrounding road network during operation due to the low level of traffic activity associated with the Proposed Development. Despite this, various mitigation measures were introduced to limit any potential impact, including, implementation of a Travel Plan; car club facilities, significant cycle parking; extensive on-site amenities and post/parcel handling. Following the implementation of these mitigation measures it was assessed that the impact during operation on all local streets and key route network roads would be negligible.

Given that it is expected that the level of activity within the loading bay will be low, with no more than 6 vehicles expected per day, it is considered that the proposed changes either in

isolation or cumulatively with changes progressed in previous amendment applications would will have no significant environmental effects that have not already been considered and mitigated.

Planning Policy Considerations

The key Development Plan documents relevant to the proposals are the 2024 Manchester Core Strategy and Saved Policies of the 2006 Manchester Unitary Development Plan, as well as Greater Manchester's Places for Everyone (2024).

The following documents also forms a material consideration in the determination of this application:

- the National Planning Policy Framework (2024);
- Design for Access 2;
- the Former Boddingtons' Brewery Strategic Regeneration Framework (2015).

Places for Everyone Policy JP-1 (Sustainable Places) requires development to be functional and convenient, specifically responding to needs for servicing, recycling, refuse collection and storage. Regarding the extended servicing hours this policy also requires proposals to minimise micro-climate and amenity issues (including noise) through appropriate design, layout and management.

Policy JP-C5 (Streets for All) expects development to provide appropriate places and routes for servicing, deliveries and drop-off.

Policy JP-C8 (Transport Requirements of New Development) requires new development to make suitable provision for deliveries and servicing in a way that meets road safety and operational requirements, reduces transport emissions and helps minimise traffic congestion.

Design for Access 2 (Section 3) sets out that to ensure pedestrian accessibility is maintained that footways / accessible routes should retain a width of 2000mm. It is however acknowledged that over short distances a width of 1800mm is deemed to be acceptable.

The proposed servicing solution has been designed to provide a practical approach to meeting the day-to-day operational needs of the Proposed Development. It responds directly to site-specific constraints, those being the steep level changes across the Site, ensuring deliveries can be made both safely and reliably. By addressing these physical

challenges, the loading bay shall provide a workable servicing arrangement that can accommodate the vehicles associated with the commercial unit.

Furthermore, locating a designated loading area on Trinity Way ensured servicing activity is managed within a defined space away from the highway, reducing the potential for informal kerbside loading that had the potential to disrupt traffic. This approach minimises potential congestion on Trinity Way and lessens the likelihood of accidents with passing traffic, while enhancing the safety for delivery operatives carrying out loading and unloading.

Design For Access 2 (Section 3) also sets out that footways / access routes should have a width of at least 2000m, with a width of 1800mm considered acceptable over a short distance go pass an obstruction. The proposals have been designed in to accommodate for a significantly constrained with the existing design being developed to address these constraints, particularly existing services, manhole covers, and chambers. In addition, the existing retaining wall has been required to be constructed to accommodate a significant change in level. Given these constraints, following the proposed installation of the loading bay, the adjacent footpath would be reduced to a width of 1.88m over a distance of approximately 10m. While it is acknowledged that this falls below the 2000mm as set out within DFA2, this is above the 1800mm width considered acceptable over short distances and therefore will not negatively impact pedestrian accessibility in this area.

In response to PfE Policy JP-P1 (Sustainable Places) measures shall also be implemented to ensure the proposed changes, most notably the extension of servicing hours, do not negatively impact the amenity of the of future residents of the development from an acoustic perspective. These measures are set out in full within the Operational Management Strategy prepared by SLR and submitted in support of this application.

Application Documents:

- Covering Letter, produced by Deloitte, Dated 15 May 2026
- Servicing Strategy, produced by SLR, Dated 16 December 2025
- Traffic Impact Assessment, produced by SLR, Dated 14 January 2026
- Road Safety Audit, produced by Six:Ten Highways Traffic, Dated 26 March 2026
- 0022-SP-ZZ-00-DR-A-0326 (Ground Floor GA – All Blocks + Loading Bay), Rev P1, produced by Studio Power
- 010161-SLR-XXX-XXX-DR-CH-0100 (Loading Bay – General Arrangement), Rev P2 produced by SLR

- 010161-SLR-XXX-XXX-DR-CH-0100 (General Arrangement), Rev P1, produced by SLR
- 010161-SLR-XXX-XXX-DR-CH-0102 (Extent of 278 Works), Rev P1, produced by SLR
- 010161-SLR-XXX-XXX-DR-CH-0200 (Site Clearance), P1, produced by SLR
- 010161-SLR-XXX-XXX-DR-CH-0700 (Proposed Construction Layout), Rev P1, produced by SLR
- 010161-SLR-XXX-XXX-DR-CH-4000 (Standard Construction Details), Rev P1 , produced by SLR
- 1174-WRI-XX-XX-DR-L-0003 (Landscaping GA), Rev P11, produced by Wrights Landscapes
- 1174-WRI-XX-XX-DR-L-0063 (Levels at Steps – Trinity Way), Rev P1, produced by Wrights Landscapes
- 1174-WRI-XX-XX-DR-L-3006 (LEVELS GRADIENTS TO TRINTITY WAY LOADING), Rev P1, produced by Wrights Landscapes
- 1174-WRI-XX-XX-DR-L-503 (Trinity Way – As built planters), Rev P2, produced by Wrights Landscapes
- 1174-WRI-XX-XX-DR-L-5033 (Trinity Way Layby – Planting Gain as Built Planter, Rev P1, produced by Wrights Landscapes
- Proposed Loading Bay and Vehicles Tracking produced by ADL Traffic and Highways
- BRW-REN-ZZ-00-DR-S-02200-C01 (External Traffic Bay Retaining Wall Plan and Section), Rev P1, produced by Renaissance
- BRW-REN-ZZ-FN-DR-C-01100 – (Below Ground Surface Water Drainage Plan), Rev P5, produced by Renaissance
- BRW-REN-ZZ-FN-DR-C-01101- Below Ground Foul Water Drainage Plan, Rev P5, produced by Renaissance
- BRW-REN-ZZ-FN-SH-C-03102 – SW Drainage Manhole Schedule – Trinity Way, Rev P3, produced by Renaissance
- BRW-REN-ZZ-FN-SH-C-03103 – FW Drainage Manhole Schedule Trinity Way

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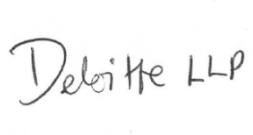
Summary

In addition to this covering letter, the application submission also comprises the completed application forms. The application fee to Manchester City Council for £2076 has been provided via the Planning Portal (PP-14859749).

On the basis of the information submitted, we seek your formal agreement that the proposed amendment to the wording of this condition is acceptable and can be dealt with as a minor-material amendment.

If you require any further details, please contact my colleague Josh Wyatt-Smith (jwyattsmith@deloitte.co.uk / 01614558451).

Kind regards



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