

Application Number	Date of Appln	Committee Date	Ward
124972/FO/2019	4th Oct 2019	13th Feb 2020	Piccadilly Ward
and 125248/FO/2019	24 th Oct 2019		

Proposal	124972/FO/2019- Phased creation of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping and new bridges across the River Medlock; erection of 9 storey office development above basement with mezzanine and plant level (Class B1) with ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway; erection of 11 storey Multi-Storey Car Park to provide 581 car parking spaces with associated landscaping; highways and infrastructure works including the creation of new junction from London Road to provide access to the multi-storey car park (MSCP) (Use Class Sui Generis); works to Baring Street, stopping up of Bond Street and Nether Street (alongside associated Traffic Regulation Orders to manage unrestricted parking to Buxton Street, Berry Street and Travis Street (to be delivered and implemented prior to the MSCP becoming operational)) alongside enabling works comprising phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east
Location	Land Bounded By Mayfield Depot Building, Hoyle Street, Mancunian Way (A635), Baring Street, Buxton Street & Berry Street (inclusive) & McDonald Hotel Along With Associated Roads & Junctions, Manchester, M1 2AD
Proposal	125248/FO/2019- Erection of 13 storey building (including ground and mezzanine) comprising office space (Use Class B1) above flexible uses at ground and mezzanine levels (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) , /D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) with rooftop amenity spaces and external terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant, back of house functions and associated landscaping works.
Location	Land Adjacent To Mancunian Way (former Mayfield Goods Yard), Baring Street Office 2 , Manchester, M1 2AD
Applicant	Mayfield Development Partnership LP, The Gatehouse, 11 Baring Street, Manchester, M1 2PY,
Agent	Mrs Katie Wray, Deloitte, 2 Hardman Street, Manchester, M3 3HF

Background



Image of site Jan 20



2018 SRF Framework Plan

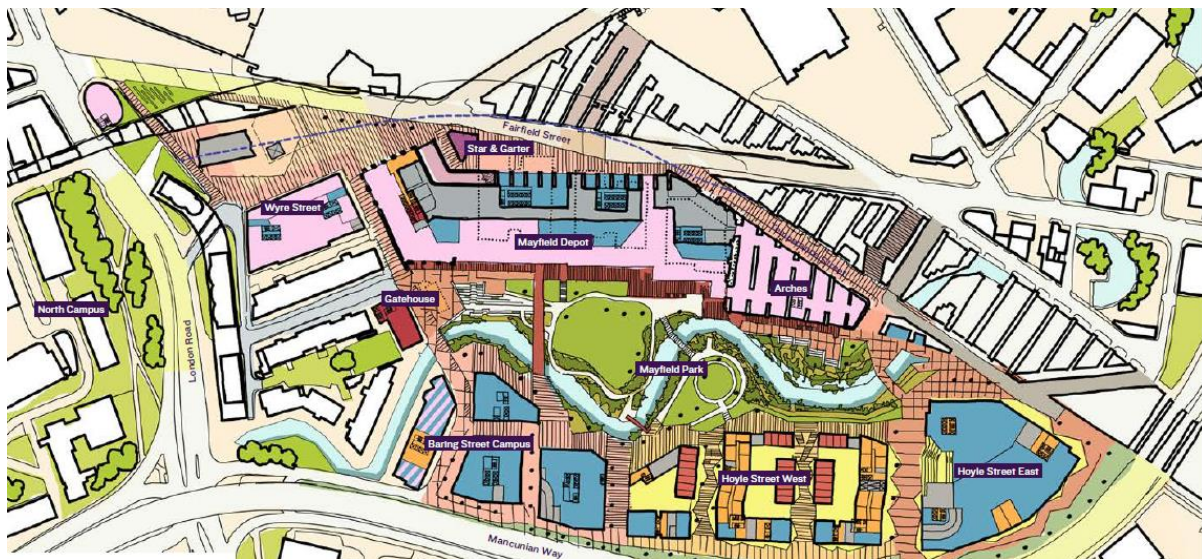
Mayfield is bounded by Fairfield Street, Temperance Street, the Mancunian Way and London Road (A6) and is 12ha (30acres) in extent. A Strategic Regeneration Framework (SRF) endorsed in 2010, set out a vision to create a commercially led mixed-use neighbourhood within a high quality environment, including a new city

centre park. It sought to enhance connectivity and deliver regeneration benefits. It was updated in 2014 to strengthen connections to Piccadilly station and create a stronger gateway to the City Centre, building on the Northern Hub rail expansion and act as a catalyst for the regeneration anticipated as a result of HS2.

The applicants were appointed in 2016 to develop the area and they produced a revised SRF which responded to the evolving market and regeneration context. It seeks to capitalise on the areas assets heritage including, the Depot and the River Medlock and the proximity of the transport network. It is a material consideration in determining any application in the area.

The phased development of Mayfield should deliver a commercially led mixed-use area comprising a new park, 154,800 sq m of office space, 1500 homes, a hotel and retail and leisure facilities. This should create up to 10,000 office, retail, leisure and construction jobs and regeneration benefits that would drive economic growth. Public spaces and routes would improve permeability and movement. The SRF has been broken down into developable sub-areas and these applications relate to the Park and areas around Baring Street where office uses are envisaged.

Meanwhile uses over the past two years have commenced the process and have introduced economic and social activity.

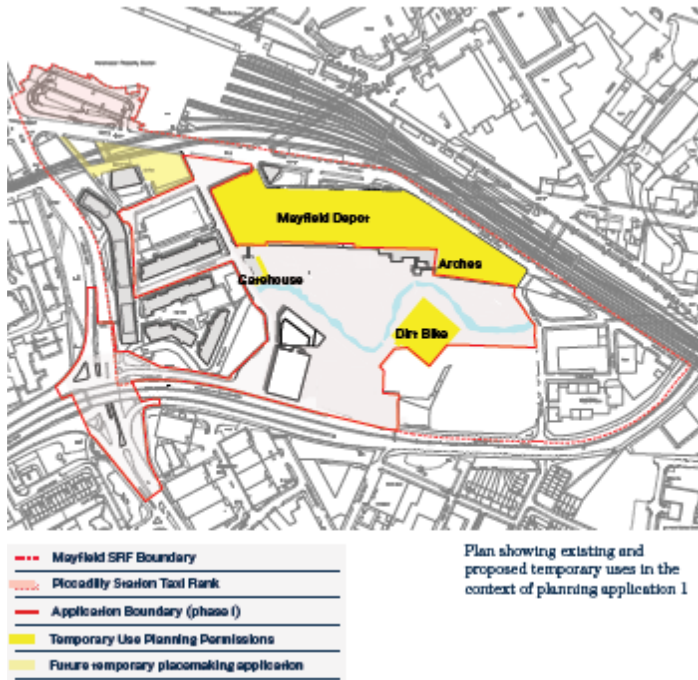


Mayfield SRF sub areas plan

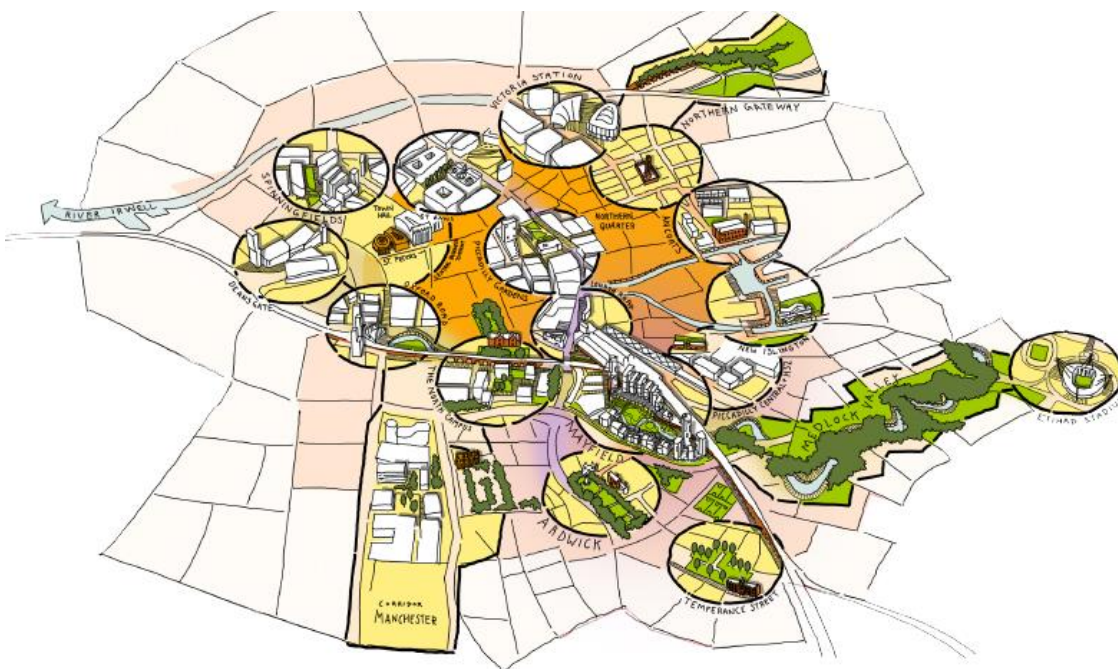
The detailed design of this first phase has been informed by a number of constraints. The railway viaducts and the Mancunian Way limit north-south pedestrian and vehicular movement and limit views into the area which is perceived as being detachment and isolated from its surroundings. The pedestrian crossing points to Ardwick are uninviting to pedestrians and cyclists. There is some congestion on Fairfield Street, Temperance Street and Baring Street which creates an inhospitable environment around the northern part of the site and Hoyle Street is used as a cut through.

There are level changes across Mayfield with the lowest being the valley of the river. The land rises towards the edges. Lower lying areas have a high risk of flooding with

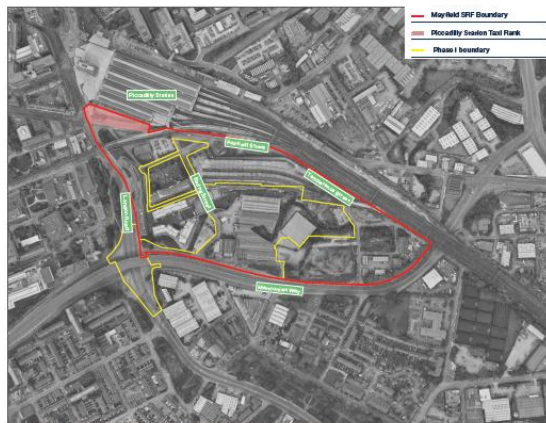
other areas having a medium probability. The river walls are crumbling with dense vegetation, including Japanese Knotweed and two sections are culverted. The Depot is on higher ground and the southern elevation has added on structures such as ramps, canopies and gantries. A ramp on the northern elevation provides maintenance and servicing access to the rail network.



There are number of regeneration areas in the immediate vicinity such as: Manchester Piccadilly SRF; Piccadilly Basin SRF; North Campus SRF; Aytoun Street "Kampus" SRF; Ardwick Green NDF;



Description of Site



Illustrative diagram showing Mayfield SRF boundary and phase 1 application boundary
The aerial picture of Mayfield Site is for reference only as it does not reflect the current



Illustrative diagram showing Mayfield SRF Phase 1 boundary (includes Applications 1 and 2)
The aerial picture of Mayfield Site is for reference only as it does not reflect the current
condition of the site.
Source: Google Earth
Date: 19/04/2018

Phase 1 (a) Site plan Phase 1(b) Site Plan The applications are in an area of 5.41 ha bounded by the Depot, Hoyle Street, the Mancunian Way and Baring Street. The boundary extends to the London Road junction with Baring Street to include road improvements. The sites are identified as the Park and the Baring Street Campus.

The former railway arches on Temperance Street are occupied by workshops, storage spaces and meanwhile uses. Much of the rest of the area has low rise warehouse and industrial units, open land and car parking. The River Medlock is culverted in parts with is self-seeded, self-established planting in the River, mostly growing out of river walls and some invasive species such as Japanese knotweed.

To the west is the Macdonald Hotel and purpose built student accommodation and the area forms an important link to the North Campus.

Site preparation works have progressed including demolition.

The site is not within a Conservation Area and has no listed buildings but the depot is a non-designated heritage asset. The nearest listed buildings are the Star and Garter Public House and Piccadilly Station (both Grade II) and London Road Fire Station (Grade II*).

The following industrial/heritage features help to form the site's character Baring Street stepped boundary walls; hexagonal concrete bollard at gatehouse entrance; Baring street bridge balustrade and piers, including coat of arms detail; cobbled paving adjacent to the gatehouse building and south of the arches; a metal footbridge; and, all stone and brick materials found on site.

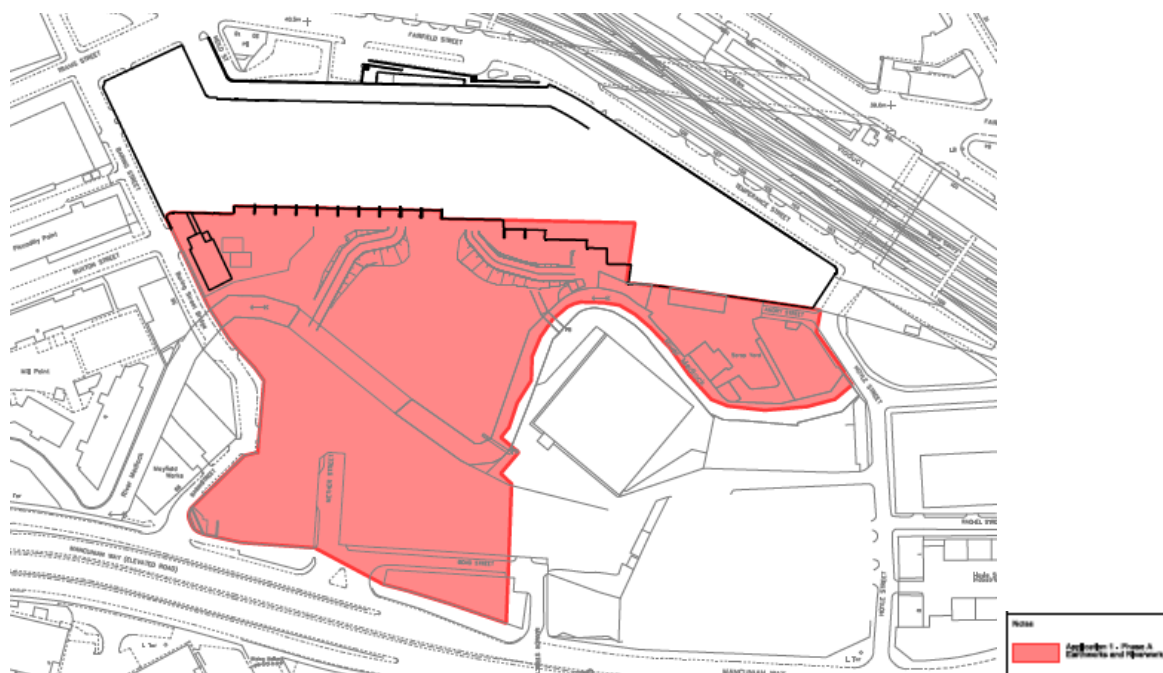
The majority of the site is in Flood Zone 2, with a medium probability of flooding of between 1 in 100 and 1 in 1,000 years. The north is partially in Flood Zone 3 with a high probability of flooding of 1 in 100 or greater.



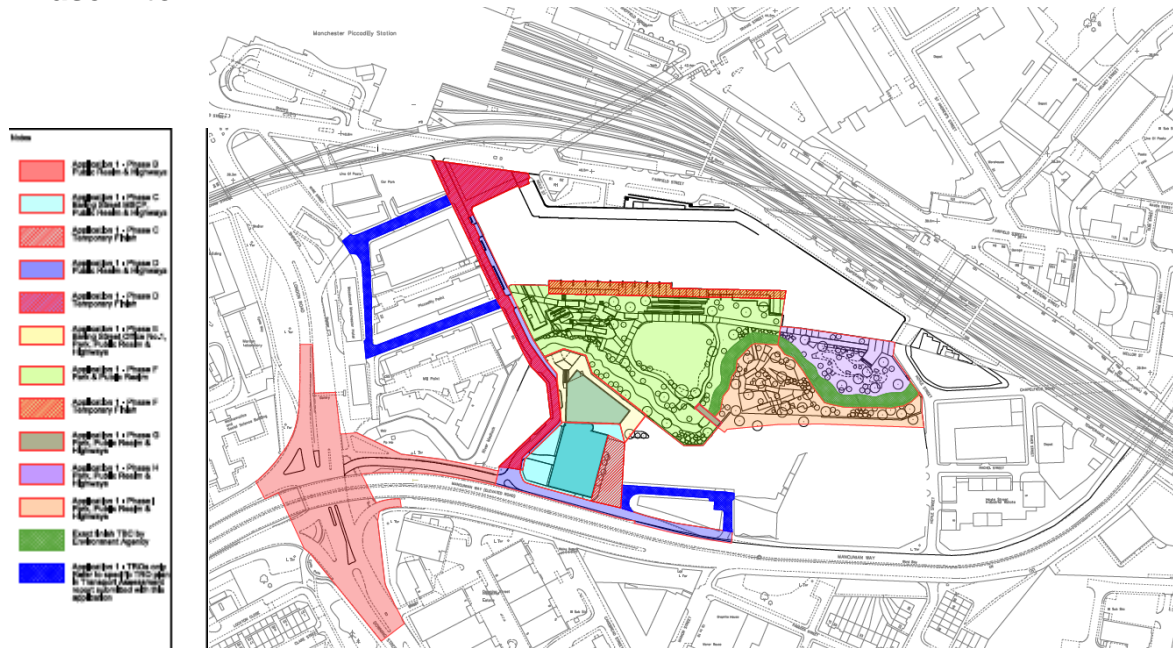
Figure:	11.1		
Title:	Environment Agency Flood Map for Planning – Risk of flooding from rivers (from https://flood-warning-information.service.gov.uk/long-term-flood-risk/map accessed 08/09/19)		
Project:	Mayfield Phase 1		
Date:	09/09/19	Scale:	NTS

Description of Proposals

Phase A



Phase B to I



Application 124972/FO/2019 Baring Street Office 1 proposes the creation of the first phase of the park, an office building and a Multi-Storey Car Park. The park would be around 2.4 ha (6 acres) and would be delivered on a phased basis. It would include hard and soft landscaping and new bridges across the River Medlock.

The office building would be nine storeys with around 10,000 sq.m of floorspace. It would be 39m high and have a basement, mezzanine and plant level with active uses on the ground floor including class A1, A2, A3, A4, B1. There would be rooftop amenity space and terraces and it would deliver public realm and part of the riverside walkway. The Multi-Storey Car Park would be 11 storeys with 581 spaces. It would be 33m high and provide some landscaping.

A new access from London Road would provide access to the car park with works to Baring Street. Bond Street and Nether Street would be stopped up and Traffic Regulation Orders would manage unrestricted parking to Buxton Street, Berry Street and Travis Street. Enabling works are required including demolition, site clearance, earthworks including re-profiling and construction of retaining walls. Other structures, such as the river walls, would be demolished and replaced to improve the area around the River that is subject to flooding. There would be highway works to Baring Street.



Application 125248/FO/2019 Baring Street Office 2: -. proposes the erection of a 13 storey office building with 30,000 sqm of floorspace. It would be 59 m high with active uses on the ground and mezzanine floors including A1, A2, A3, A4 /D1 and D2 and (Cinema)/ Theatre (Sui Generis)). It would have rooftop amenity spaces and external terraces and landscaping. A bridge linking this part of the site with the Park would be delivered prior to the occupation of this building.



Mayfield Park and Baring Street Public Realm

The Park would create a large green, natural area with spaces that have a different character. This phase would deliver 6 acres of park with 146 trees; 11300m² of soft landscape and 5000m² of riverside habitat; a terrace with rain garden planting; south facing seating/steps with a capacity of circa 500 people; a riverside walkway; a wetland boardwalk; play opportunities for children; opportunities for play and exercise and lawns. 365m of river would be opened up with routes provided for different users. There would be intimate seating in shaded and sunny locations and wildlife and ecology focused spaces.

Hard landscaping in the park and on Baring Street and Fairfield Street would be a combination brushed concrete with an exposed aggregate and blue and red clay paving. Areas of cobbles would be retained and other areas would have self-binding gravel and recycled rubber (play spaces). Steel, concrete and timber would be used for structural elements. Weathered steel grating would be used at the riverside jetty points and the retaining walls at the south of the Park would be clad with sheet steel.

The design of the Park and its equipment has considered the needs of everyone including older people, disabled people and families.

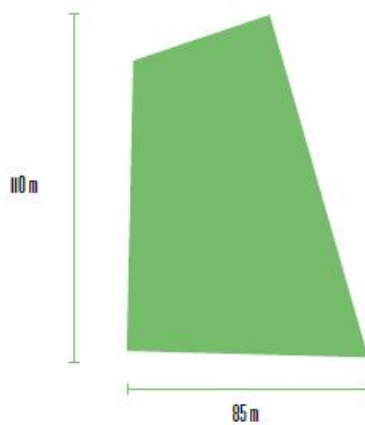


The Depot would be an integral part of the park, with the boundary between outdoor, indoor and platform spaces blurred. Paths would provide access between the Depot and the park.

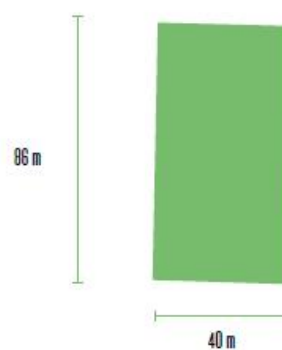
The spaces at the west end of the park would have a terraced garden, a large lawn and south facing seating. The East end would be less formal with planting and habitats blurring the boundaries of different spaces. The trees would be a mixture of native and non-native species. There would be a more formal and ornamental approach where buildings and streets interface with the Park.

Opportunities would be provided for roosting, nesting and overwintering for bats, birds and invertebrates. Soft and bio-engineered river edges and riffles/pools and increased oxygenation of water would create habitat for fish and invertebrates.

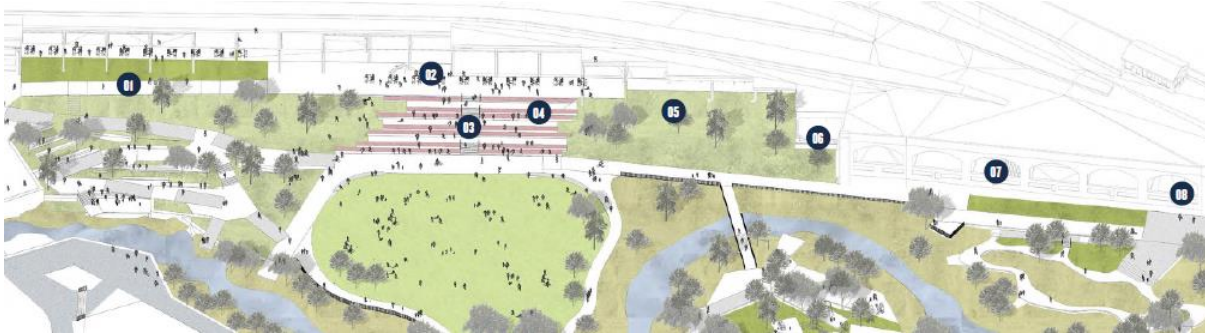
The plan below compares the Park to other spaces in the City Centre.



Piccadilly Gardens



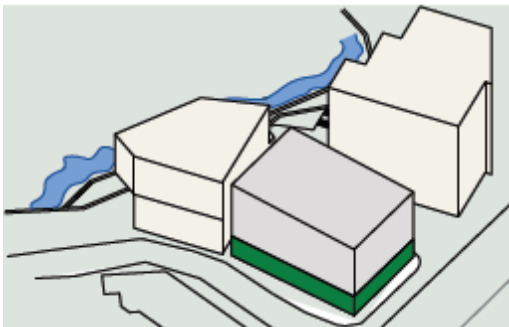
Albert Square



The park would be delivered in 4 phases which would come forward in tandem with the delivery of adjacent plots in the SRF.

Trees and soft and hard landscaping are included with each building plot, including a square at the junction of Baring Street and Fairfield Street. Highway works are proposed at Baring Street, London Road and Fairfield Street.

The Mayfield Partnership would manage the Park which would be governed by the same rules and regulations as if it were publicly owned and abide by the bye laws and arrangements of the City Council's own parks. The management company would liaise closely with the City Council and Greater Manchester Police.



Baring Street Office 1

This 9 storey building would be at the junction of Baring Street and the Mancunian Way slip road on a triangular plot. It would have a double height entrance and reception with a mezzanine level. There would be a commercial/office unit on the ground floor and amenity space facing the park and Baring Street. There would be a substation and refuse store with back of house facilities including cycle parking, showers and plant in the basement. The first floor would be a mixed-use/flexible space for office, meeting or conference facilities and breakout space. An external terrace at level 4 would have planting / green roof. The main roof would have a plant enclosure with a biodiverse green / brown roof.

The building would have a stepped and angular form with façades facing the park, the depot, Baring Street and the approach from Piccadilly. The elevations would use dark corrugated anodised aluminium with timber screening and glazing at the ground floor.

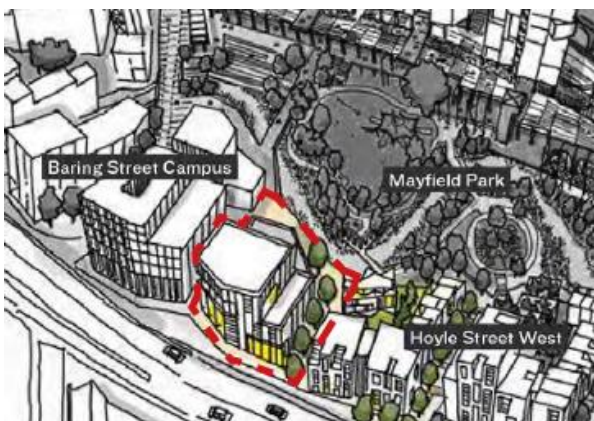


This scheme would include areas of riverside walkway and a public space of 500sqm, with hard and soft landscaping and seating.



There would be 88 cycle parking spaces with at least one shower per 10 cycles with 88 lockers and a drying room. This provision would be in line with current British Council for Offices (BCO) and BREEAM guidance. Servicing and refuse collection would be from a lay-by on Baring Street.

Baring Street Office 2



The site is adjacent to the proposed MSCP and the Mancunian Way. The reception would be open to the public and would be accessed from the park and the Mancunian Way. The building would have a stepped form with 8, 11 and 13 storey elements with a double height ground floor. The elevations would have a tripartite subdivision. The ground and mezzanine levels would be adaptable and flexible. A substation, plant rooms and refuse store would be at ground floor. Cycle parking would be on the mezzanine level.

The building would be in a prominent position. It would be chamfered at levels 1 to 6 to maximise views of the park. There would be external terraces at levels 5, 6, 7, 8 and 9 with a large terrace at level 10. Levels 10 and 11 would also have small external covered terraces to the north east.

The elevations would use a mix of green metalwork, forming projecting mullions and transoms, and corrugated profile panelling and glazing. The columns at the base of the building would be pre-cast with large format double height glazing. There would be 214 cycle parking spaces, plus showers and lockers.

Parts of the riverside Walkway and a bridge link from the Park would be delivered with this plot.



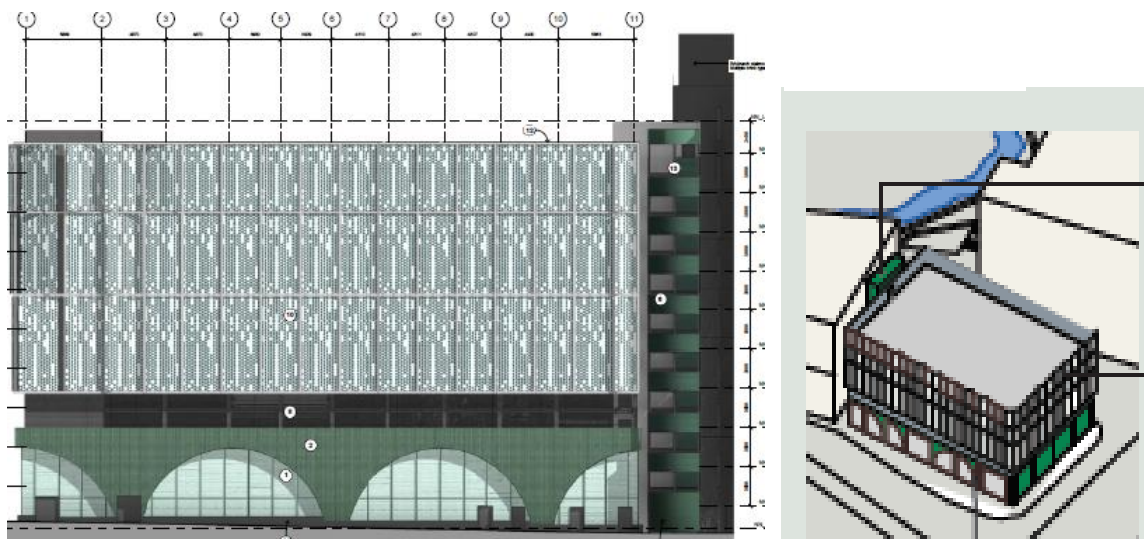


380 unregulated on street parking spaces would be removed through TRO's and a controlled parking zone would be introduced. A Temporary Uses Strategy sets out how these phase 1 proposals would be delivered in conjunction with the worthwhile uses, and would not disrupt servicing, waste collections, traffic management and pedestrian safety.

Phasing plans delineate areas that would be delivered under each phase. Temporary treatments are identified for future development sites and the final details would be secured by a condition.

All servicing would be via an access route to the west of the building.

Multi-Storey Car Park (MSCP) (MSCP)





This would contain 581 spaces including 21 accessible bays and 60 electric vehicle charging points, which could in future be increased to 130. It would provide the majority of the areas parking provision, with the exception of spaces for disabled people which would be provided at each plot. This location is closest to the main highway network to ensure that most streets and spaces around the SRF are pedestrian friendly.

Access to the car park would be from the Mancunian Way via Baring Street with egress via Baring Street. There would be mesh arches at the lower levels with green walls. . The upper levels would have a perforated 'veil' formed by expanded aluminium mesh and perforated panels. The pattern references a Hoyle designed fabric with a simple, contemporary pattern of vertically aligned circles. A feature' stair core, clad in red steel grating, would be next to the adjacent Office.

Public realm around the MSCP includes a temporary wild flower meadow, pending the realignment of Baring Street, semi mature trees and low level planting. Tree pits and planters would be designed to manage surface water run-off.

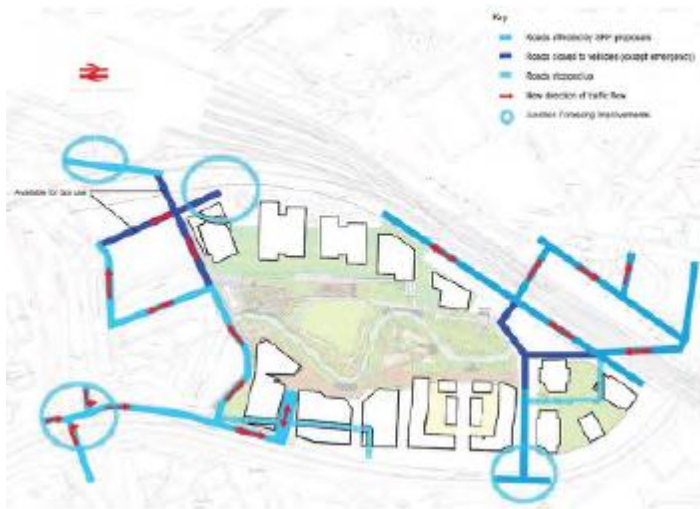
The number of electrical charging points in the MSCP could be increased by up to 130 spaces but this would require a larger substation to allow charging points to be used simultaneously.

Highways Works

It is necessary to ensure that there is sufficient room for cars, cyclists and pedestrians and amendments are proposed that will ultimately be subject to TRO's. This is highlighted in below.

A change to the slip road would allow vehicles to access from London Road to the Mancunian Way on a one way basis and provide direct access to the MSCP from London Road.

A waste strategy would inform operational waste strategies. Waste would be split into: General Waste; Paper / Card; Glass/ Plastic/ Cans; and Food. The total number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).



General Maintenance -The Mayfield Partnership would appoint a management company as a point of reference for all tenants and to manage and maintain all public and private spaces.

Events and Events Management - The Park could accommodate a range of events and an Events Strategy and Event Management Plan for the Park would be secured through a condition.

Sustainable Urban Drainage would be included in the public realm and green infrastructure would manage surface water runoff as close to its source as possible in line with the Suds drainage hierarchy. This could include infiltration management through permeable surfaces, rain gardens, soakways and infiltration trenches.

The first phase of development would involve demolition and site clearance, earthworks including re-profiling and the construction of retaining walls. There is a need for extensive and comprehensive remediation and flood risk mitigation works. This phase would create raised development plots above the flood plain.

The second phase involves amendments to London Road to accommodate a right hand turn lane into the city and facilitate cross junction movements, including traffic light resequencing works.

Whilst the phases are broadly sequential, the phases would crossover to expedite delivery.

12 trees would be removed as part of the development.

3 advert hoardings would be removed from the site adjacent to the Mancunian Way as the land is developed and as leases expire and further applications come forward.

In support to the proposals the applicants have stated the following:

- The development would capitalise on the substantial progress made since U+I Group were selected as the preferred development partner in 2016. The meanwhile uses have been a pathway to permanent development. .

- The development of Mayfield will contribute a significant proportion to the target of creating 42,600 jobs in the City by 2034 taking the total employment level towards 430,000. The forecast employment growth would be in sectors with higher than average GVA. This requires an integrated, strategic and efficient use of land. Phase one would deliver a significant number of jobs and enable the delivery of a new city centre park providing significant economic, social and environmental benefits for the local and regional economy.
- The significant quantum of new floorspace, public realm and associated environmental improvements in a highly sustainable location would be a catalyst for further development.
- Mayfield should be a beacon of socially-just and rapid environmental transition, delivered through a viable, commercially-led development. It should capture investor and occupier demand for space that make a positive and purposeful contribution to social and environmental challenges. Mayfield should be future-proofed against the changing demands to be expected from a regulatory, climatic, market and wider community perspective.
- Manchester must be as resilient as it can be in relation to climate change and Mayfield can make a meaningful difference. The proposal would develop brownfield land into a new public park and deliver environmental improvements to the River Medlock, which will assist in the city's ability to tackle climate change and be more environmentally resilient.

This planning application has been supported by the following information

Phase 1(a) Design and Access Statement (inc. Landscape Strategy); Archaeological Assessment; Arboricultural Report; Crime Impact Statement; Ecological Assessment; Energy Strategy Statement; Environmental Standards Statement; Framework Travel Plan; Operational Management Strategy; Planning Supporting Statement, including: Tall Building Evaluation and Green and Blue Infrastructure Statement; Waste Management Strategy; Statement of Consultation; Television Signal Survey; Topographical Survey; and Ventilation Strategy;

Phase 1(b)

Environmental Statement (Phase 1 (a) and (b): with the following Chapters: Introduction; Noise and Vibration; Townscape and Visual Impact; Daylight, Sunlight & Overshadowing; Traffic and Transport; Air Quality; Water Resources and Flood Risk; Ground Conditions & Contamination Risk; Wind Microclimate; Socio-Economic Impact; Cumulative Effects; Non-Technical Summary

Land Interest - The City Council has a land ownership interest in the site and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest

Consultations 124972

Publicity The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, a public interest

development, affecting a right of way, affecting the setting of a listed building and accompanied by an Environmental Impact Assessment.

One representation has been received which has asked specific information in relation to disabled people and in particular whether there has been an Equality Impact Assessment. Has input been sought from local disabled people and local people's organisations? Does the submission reference and adhere to best practice in relation to access, as outlined in Manchester City Council's own 'Design For Access 2' document in relation to specific consideration given to : any access barriers that disabled people might face in gaining access to the park via the various proposed entrances and routes?; potential access barriers that disabled people with either mobility and/or sensory impairments once within the development; how ramps, bridges, steps, handrails, seating, walkways, etc within the development might impact either positively or negatively upon disabled people?; and If there are areas and/or facilities within the development that might present barriers to disabled people accessing them, and if so what measures are being taken to remove those barriers?

2 letters object to unacceptable impact on traffic, transport and highway safety and climate change mitigation. These are summarised below:

Traffic, Transport and Highway Safety Impacts

- The contraflow cycle lane on Baring St may result in injury or death as vehicles will cut those corners. Paint does not offer protection - this cycle lane needs to be 2 metres wide, with a large physical barrier contiguous with Baring St.
- Rights of way would be stopped up but none are created. A large private space must have public rights of way through it. Permissive access can be revoked at any time. There should be rights of way east-west and north-south so that the land cannot be repurposed, with the public's right of passage lost.
- The cycling statement says that the A6 London Road is "recommended for cycling". The A6 is a terrible road for cycling.
- Advanced Stop Lanes at junctions indicate a failure to design for cycling.
- A multi-storey car park would contradict the Council's climate emergency. All such developments should be well away from the centre. The space could be occupied by more parkland, more trees, more water for animals.

Climate Change Impacts

- The proposal is contrary to MCC policy on climate change. The junction changes at A57(M)/Princess Rd were said to increase flow and not increase traffic volume which office developments will require.
- Developments at 1st St, Medlock St & Knott Mill developments will increase traffic volume. Illegal pollution levels will be exacerbated. The scientific consensus that traffic must be drastically reduced will leave the developments untenable within a decade – with the cost to be borne by the residents of Manchester due to the financialised model of development adopted & encouraged by MCC and members of MCC Council

A further letter sets out concerns about disabled people accessing the skatepark beneath the Mancunian Way. The safe crossing for kids deserves serious consideration too and a raised pedestrian crossing could connect both pavements and reduce vehicle speed.

Ward Members – Councillor Wheeler requested details about what the rules would be governing public protest in this space.

2 further notifications have taken place. The first about amendments and the second a consequence of legal requirements relating to the submission of a revised Environmental Statement. No further representations have been received.

Places Matter – The principle of the proposals had the full support of the Panel with detailed comments summarised below:

Mayfield Park

People generally find the best way to access a place and the design should be capable of accommodating all of the possible options. The pedestrian crossing strategy to the Mancunian Way was supported in principle and would help to connect with Ardwick Green. The design should connect to Piccadilly station.

Architecture should celebrate the industrial past, perhaps through the extrusion of the arches. The approach to public realm was commended but the platform garden should not become office elite.

The MSCP and Office 1_would be read as one and the materials should be better related. There is a need to create some tension here, but not a collision, so they need to be designed as one thing.

The cuts to buildings should minimise shading on the park and the river.

The external terraces / balconies would be in shade for most of the day and a reconsideration of this was urged.

City Centre Growth and Regeneration Team - Fully support the proposal which is part of a phased regeneration of Mayfield aligned with SRF principles. MCC are part of the Mayfield Partnership, which has ensured that the proposals are of high quality and coherent with the delivery strategy. The investment and jobs would maximise the city's competitiveness and provide employment and training for residents. The delivery of 154,000 sqm of office space next to Piccadilly Station will make Mayfield an attractive location for business. Mayfield provides important connections and linkages to the city centre and local communities in New Islington and Ardwick.

The council recognises there has been extensive consultation for this proposal. There has been positive engagement with the local community and neighbouring stakeholders through activation of the site.

The buildings are part of a site wide sustainability strategy. The scheme will enhance the areas green and blue infrastructure. The River would be opened up with riverside

walkways and viewpoints from the bridges. The park would establish new ecological habitats, and rejuvenate a brownfield site into a green landscape.

The highways works and Traffic Regulation Orders around the site would manage unrestricted parking and reduce fly parking. Taxi ranks would be aligned to improve safety and the street environment. The parking strategy recognises that car journeys to the city centre should reduce and buildings do not have basement car parking. There would be provision in the MSCP for electric vehicles and the parking would be on the edge of the city centre.

The public realm would transform the area. The office building, car park and public realm responds to the park, creating a world class neighbourhood and destination, with designs that respect the areas heritage and its proximity to nature. The ground floor activity would allow the public and local communities to access leisure opportunities and provide activity in the evening.

Head of Highways- Has no objection and the scheme is unlikely to generate significant network implications. A condition relating to off-site highways works and a Construction Management Plan is recommended. The scheme has been amended in relation to cycling provision and safety.

Network Rail – Have no objections

Travel Change Team - Has no objections but recommends changes to the Travel Plan which should be a condition.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) No objection subject to conditions relating to acoustic insulation of the premises, plant and equipment, the storage and disposal of refuse, fume extraction, hours of operation, the hours during which deliveries can take place, the management of construction, the mitigation / management of any contaminated land, the management of air quality and light pollution.

Greater Manchester Police (Design for Security) – No objection subject to the implementation of the recommendations of the Crime Impact Statement.

Counter Terrorism Unit (CTU) – No comments received

TFGM (Metrolink) – Have no comments

Greater Manchester Ecology Group (GMEU) –support the broad concept of the proposals and strongly support the opening up of the River. They believe there is an opportunity to try a range of techniques in the city centre, to demonstrate how engineering features in sections of heavily channelled river affect fauna and planting.

The landscape plan is broad brush and schematic and is an interim assessment. Opening up the River would be a significant enhancement and would deliver benefits for wildlife. Bat roosting and foraging is a key objective and they support the indicative measures regarding roosting habitat, creation of foraging habitat and protection of the watercourse from lighting. Conditions are recommended relating to the submission of further details in relation to, the protection of bats (and their roosts)

and potential impacts from light and disturbance from construction activities, the need for necessary licences in relation to impacts on bats as a result of the works to the River Medlock, protection of nesting birds, a bird nesting strategy, management of invasive species and agreement of details of the planting proposals in order to satisfy the requirements of Section 170 of the NPPF 2018 (that the planning system should contribute to and enhance the natural and local environment) and comply with or exceed the submitted biodiversity net gain predictions.

Flood Risk Management Team – Have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions are attached to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives. As further phases come forward, a more integrated vision is required to use green infrastructure for surface water management. The river should be used to provide blue green corridors to manage overland flows and enable future proofing of the development.

Environment Agency – Have no objections provided that the park compensation areas required by the FRA are established at the same time as the works to the river channel and prior to the buildings being brought into use and subject to conditions relating to:

- Details of the proposed open River Medlock channel re-sectioning to ensure that the natural functioning of the watercourse has been taken into account;
- To ensure that there are no detrimental impacts to flood levels, flood storage or flood flow routes and to secure opportunities for enhancing the site's nature conservation and geomorphological value in line with national planning policy and adopted policy EN9 & EN12 of the Manchester Core Strategy (2012);
- A detailed phasing programme for the delivery of phases A through to H details of existing and proposed ground levels of the park area;
- A landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas - to secure opportunities for enhancing the site's nature conservation value in line with national planning policy (para 170 and 175) and adopted policy EN9 & EN12 of the Manchester Core Strategy (2012);
- Management of invasive species;
- Piling;
- A contaminated land and remediation strategy in relation to ongoing protection of the Water Environment from risks arising from land contamination; and
- Management of infiltration of surface water drainage into the ground.

They are satisfied that the FRA demonstrates that the proposal would not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere

The development offers interventions for the water environment which would be positive innovations. These range from physical works to the River, the creation of the park and the opportunity for the Environment Agency to work collaboratively with the Council and the development consortia.

United Utilities – Have no objections subject to conditions relating to the management of surface and foul water being attached to any consent granted.

Greater Manchester Archaeological Unit – A desk-based archaeological assessment (DBA) notes that there could be remains that would be damaged or destroyed. Of particular note is the Mayfield Print Works, established in the late 18th century which became the largest textile finishing works in the country. There is a documentary resource about the Works by the Hoyle family and of working conditions and operations. Below-ground remains of this and Chapelfield Dye Works could be of regional significance. Other sites have interest, including: the Ardwick Dye Works, Ardwick Tannery, Britannia Brewery, Mayfield Ice Factory, Mayfield Baths and 19th century workers' housing. All require trial trenching to establish the level of survival and significance. Detailed excavation could be required to record remains. The river retaining walls should be surveyed as they contain fabric relevant to understanding the historic industrial buildings that have been demolished.

A wealth of industrial archaeological features could be uncovered which, together with the site's rich and interesting history, provide the opportunity for embedding heritage within the landscaping to give a sense of place and history. The site is a microcosm of Manchester's industrial heritage which should form an integral theme in the park.

This work should target areas identified in the DBA which may lead to open excavation. This work could mitigate the loss of the remains. A condition should require further investigation with any such remains recorded. For below-ground archaeological remains that will be destroyed by development groundworks, GMAAS recommend a condition to secure archaeological recording and dissemination of the results for public benefit.

Work and Skills – A local labour condition is recommended for the construction and end use phases with a report of local labour achievements.

Parks and Event – No comments received

Lancashire Wildlife Trust – No comments received

Natural England – Has no comments to make. They note that lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. They advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development

Tree Officer – No comments received

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Publicity

The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, a public interest development, affecting a right of way, and being accompanied by an Environmental Impact Assessment and no representations have been received.

Places Matter – The overall proposition was felt to be very refined and detailed and was supported by the Panel. A number of suggestions were made.

There could be a more subtle integration of the retaining walls through the ground floor foyer. There is an opportunity to use the terraces to capture rain water and be an integral element of the buildings shade. There should be either a blue or brown roof. The southern elevation should be as interesting as the park frontage and this could include artwork. The use of “Lowry Sage Green” in the material palette was also commended.

City Centre Growth and Regeneration Team - Fully support the application as part of the phased delivery of the Mayfield SRF.

The interface of the building with the park would promote green and blue assets and complement public access to the building from the park.

The scale of investment and jobs would maximise the city's competitiveness and provide employment and training for residents. The delivery of 154,000 sqm of office space next to Piccadilly Station will make Mayfield an attractive location for business. Mayfield provides important connections and linkages to the city centre and local communities in New Islington and Ardwick.

The ground floor uses ensure the public and local communities can access the building and provide activity in the evening hours. The developers have engaged with cultural policy officers and the Director of Culture for Manchester, to ensure the ground floor uses fit in with the wider cultural strategy and is sustainable. They welcome the cultural use and have suggested potential cultural sector partnerships. These spaces must be fully accessible.

The place making and activation at Mayfield will be curated and co-designed with the community to maximise local benefit and avoid a negative impact on existing cultural and community facilities in the area surrounding Mayfield.

The partnership have consulted on the vision for Mayfield and the first phase of delivery by engaging the public through drop in consultation events and linking to schools and community groups in local area.

Head of Highways- Has no objection and is satisfied that the scheme, is unlikely to generate any significant network implications. A condition relating to the agreement of off site highways works and a Construction Management Plan is recommended.

Network Rail – Have no comments

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) No objection subject to conditions relating to acoustic insulation of the premises and plant and equipment, the storage and disposal of refuse, fume

extraction, hours of operation, the hours during which deliveries can take place, the management of construction, the mitigation / management of any contaminated land, the management of air quality and light pollution being attached to any consent granted.

Greater Manchester Police (Design for Security) – No objection subject to the implementation of the recommendations of the Crime Impact Statement.

TFGM (Metrolink) – Have no comments

Greater Manchester Ecology Group (GMEU) – Note that there are no specific ecological issues associated with this phase, the site having being cleared and now having negligible ecological value. However, they recommend that approval is not granted until 124972/FO/2019 relating to the mitigation for the wider site is approved (see above).

Flood Risk Management Team – Have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions should be attached to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

As further phases come forward a more integrated vision is required to use green infrastructure for surface water management. The river should be used to provide blue green corridors to manage overland flows and future proof the development.

Environment Agency – Have no objections provided that the development is completed in accordance with the supporting FRA and the mitigation measures outlined for the wider development subject to conditions relating to: i) a contaminated land and remediation strategy in relation to ongoing protection of the Water Environment from risks arising from land contamination; ii) piling; and, (iii) management of infiltration of surface water drainage into the ground.

United Utilities – Have no objections subject to conditions relating to the management of surface and foul water being attached to any consent granted.

Greater Manchester Archaeological Unit – A desk-based archaeological assessment (DBA) notes that remains could survive that would be damaged or destroyed. There is archaeological interest in the industrialisation in the late eighteenth and early to mid-nineteenth centuries. Any remains of the Mayfield print works or Chapelfield dye works could be of regional significance, with other remains ie industrial, housing, commercial and public, of this period being of a more local significance. GMAAS accepts the conclusions and recommendations of the DBA. They recommend a programme of evaluation trenching to establish the presence and significance of remains. This work should targeted areas identified in the DBA which may lead to open excavation. This work could mitigate the loss of the remains. A condition should require further investigation with any such remains recorded.

Work and Skills – A local labour condition is recommended for the construction and end use phases with a report of local labour achievements.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This is a highly accessible location and the proposal could reduce the need to travel by car and contribute to halting climate change.

SO2. Economy – New jobs would be provided during construction and would provide office and other ancillary commercial space near to employment. This would support further economic growth and local labour agreements would deliver social value and spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

SO5. Transport - This is a highly accessible location, close to public transport and would reduce car travel. .

SO6. Environment - the development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities; and
- ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes.

Paragraph 118(d) Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 122 - states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

This is supported by the National Design Guide (NDG) (Planning Practice Guidance for beautiful, enduring and successful places) states that 'Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them' and that 'The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes people who use a place for various purposes such as:

- to live, work, shop, for leisure and recreation, and to move around between these activities; and
- those who visit or pass through.

It also includes people at different stages of life and with different abilities – children, young people, adults, families and older people, both able-bodied and disabled'

The Guide states that well-designed places have individual characteristics which work together to create its physical Character and sets out ten characteristics which help to nurture and sustain a sense of Community and work to positively address environmental issues affecting Climate.

The ten characteristics in the NDG Guide are based on the objectives for design set out in Chapter 12: Achieving well-designed places of the NPPF

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals and includes a requirement that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 106 states that in town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists. Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110).

Paragraph 110 also advocates that within development proposals priority should be given first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

All developments that will generate significant amounts of movement should be required be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment including by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

The emerging 2019 -2020 Environment Bill contains a commitment to apply a requirement for biodiversity net gain of 10% for developers through the planning system. Part 6 of the Bill legislates for the creation of the net gain requirement, expands the duty on relevant authorities from conserving to “conserving and enhancing” biodiversity,

Paragraph 181 goes on to state that planning decisions should sustain and contribute towards compliance with relevant limit value, taking into account the presence of Air Quality Management Areas and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus) EC1 Land for Employment and Economic Development, Policy EC3 The Regional Centre CC7 (Mixed Use Development) and CC4 (Visitors, Tourism, Culture and Leisure) – Mayfield is a highly accessible site close to sustainable transport provision within a key location for employment growth. The development would deliver high quality office accommodation and associated commercial uses. The proposals would create jobs during construction phase and in operation. It would help to spread the benefits of growth and help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community.

The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The proposal would use the site efficiently and enhance the sense of place. It would create a safer place by reducing opportunities

for crime. The developments would contribute positively to the built environment and create character. The 2.4 hectare park and public realm would deliver important economic and policy objectives including the creation of a neighbourhood where people choose to be. The design of the Park and public realm has considered the needs to people at different stages of life and with different abilities. Overall, the proposed uses would support sustainable development.

NPPF Section 9 (Promoting Sustainable Transport), Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity, Need, Greater Manchester 2040 Transport Strategy and emerging City Centre Transport Policy– The GM Transport Strategy sets out a vision for a region with world class connections that support long-term, sustainable economic growth and access to opportunity for all. It sets out long-term proposals to create a cleaner, greener, more prosperous region through better connections and simpler travel.

The City Centre Transport Strategy would ensure that transport supports growth in the Regional Centre. Investment in public transport has promoted more use of sustainable forms of transport. Proposals such as Mayfield that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements are supported.

The location is highly sustainable and would contribute to sustainability and health objectives. The proposal would connect residents to open space and leisure facilities and improve pedestrian routes and the pedestrian environment with priority given to pedestrians and disabled people, cyclists and public transport.

The promotion of sustainable forms of transport does not mean that there will no longer be a requirement for car parking. The endorsed Mayfield SRF set out provision for around 700 parking spaces.

There is extensive informal and unrestricted commuter parking in the area which is incompatible with the delivery of the park and SRF. Traffic Regulation Orders would manage unrestricted parking at Buxton Street, Berry Street and Travis Street.

The MSCP would promote regeneration and economic vitality by relieving traffic congestion and improve pedestrian routes and the pedestrian environment. It would reduce the negative impacts of road traffic, congestion and air pollution and would facilitate transport that reduces carbon emissions e.g by incorporating charging points for electric vehicles. The car park would contain 60 electric vehicle points with capacity for this to be increased to 130 with further capacity upgrade dependent on future strategic infrastructure upgrades.

A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths This would support wider sustainability and health objectives and help to connect residents to jobs, local facilities and open space.

In view of the above it is considered that as part of that balanced approach to transport provision that the development is compliant with the wider transport policies relating to the City Centre.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – The development would be highly sustainable. It would be close to all forms of sustainable transport and would enhance the built environment. It would be a well-designed place where people choose to be and reduce the need to travel. It could help to deliver objectives, such as those presented by HS2.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment post completion. This would contribute to economic growth. It would complement nearby well established and emerging communities and contribute to the local economy through residents using local facilities and services.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - The proposal would create a neighbourhood within the City Centre.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The Regional Centre is the focus for economic and commercial development, leisure and cultural activity, and city living. This new neighbourhood would attract and retain a diverse labour market. It would support GM's growth objectives by delivering jobs for a growing economy and population, in a major centre that is well-connected.

Policy CC10 (A Place of Everyone) – The area would appeal to a wide range of residents and visitors and would provide facilities for family-oriented activity. The Park and associated public realm has been designed to accommodate the needs of people at different stages of life and with different abilities.

NPPF Sections 12 (Achieving Well Designed Places), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), – Section 12 of the NPPF requires development to use land efficiently, including: maintaining an area's prevailing character and setting or of promoting regeneration and change; and well-designed, attractive and healthy places should be created. Great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design, so long as they fit in with the overall form and layout of their surroundings. Permission should be refused for poor design that does not improve the character and quality of an area and the way it functions.

The design has been considered by a range of stakeholders. The quality and appearance of the buildings would meet the expectations embedded in the Mayfield SRF. The development would use the site efficiently and promote regeneration and change. The buildings and public realm would transform the site and complement the growth of the City Centre towards regeneration areas at Eastlands, New Islington, Ancoats, Ardwick and the North Campus.

The development would not have an impact on adjacent listed buildings or conservation areas. The impact on the setting of the Depot, a Non Designated Heritage Asset would be beneficial. It would enhance quality and introduce

complementary activity that would add value. The form of development, the public realm and the ground floor layouts which would positively engage with the park would enhance legibility, visual cohesiveness, connectivity and integration.

The scale and quality of the buildings would contribute to place making improve the character and quality of a site whose current appearance is poor. It would create a cohesive urban form and raise design standards.

In terms of the NPPF the following should be noted:

Para 192. It is desirable to sustain and enhance the significance of heritage assets and put them to viable uses consistent with their conservation; the conservation of heritage assets can make a positive contribution to sustainable communities including their economic vitality; development should make a positive contribution to local character and distinctiveness.

Para 197 the effect of an application on the significance of a non-designated heritage asset should be taken into account. Where applications directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

A Townscape and Visual Impact Assessment assesses the likely significant effects of the proposal on townscape and visual amenity. The Visual Impact Assessment and NPPF Justification Statement demonstrate that the development would have a beneficial impact.

The proposal would have a relatively limited effect because of its scale and the topography of the site. The Impact Assessment demonstrates that in townscape terms the proposal would have a negligible impact in the 14 views assessed.

The positive aspects of the design are discussed below as are the scale and massing of the various plots.

Core Strategy Section 8 Promoting healthy communities – The provision of a City Centre Park would help to remove health inequalities and enable more healthy lifestyles for Manchester residents. The active street frontages and public realm would integrate the site into the locality and increase natural surveillance. It would prioritise nature-based solutions to improve environmental quality and replenish ecosystem services connecting residents, workers and visitors with nature.

Saved UDP Policy DC20 (Archaeology) – There could be archaeological remains on the site local significance and a proper record should be made.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) Greater Manchester Combine Authority's 5 year Environment Plan -The site is highly sustainable. Environmental Standards Statements / Energy Statements demonstrate that the

developments would accord with a wide range of principles that promote the responsible development of energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build stages and in operation. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies. It would incorporate measures to align with best practice from a variety of methodologies to reduce carbon emissions and enhance health and wellbeing.

Surface water drainage would be restricted to Greenfield run-off rate if practical, and post development run-off rates reduced to 50% of pre development rates as a minimum. The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to the Suds Hierarchy.

Planning for flooding has informed the detailed design and has strongly influenced siting and massing. The river corridor and flood plain would be re-profiled to ensure that the park can reduce the risk of flooding and mitigate for the effects of climate change. The design would prevent detrimental effects upstream and downstream, with finished floor levels for buildings set well above design flood levels.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the risk of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity show that with mitigation, the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised

The site includes the River Medlock and semi-natural habitats including scrub, tall grassland. The River is heavily engineered but is a habitat with ecological importance as it links the site to the wider landscape. It is a UK and Manchester Habitat of Principle Importance (HPI) and Biodiversity Action Plan (BAP) habitat and forms an important element of the Manchester Green Infrastructure (GI) Framework. The stretch in the site is heavily modified with entirely engineered banks, but is likely to provide an important wildlife corridor through and beyond Manchester. It is used by bats for foraging and commuting and could be utilised by birds with an association with water. It is of Metropolitan level importance. The small pockets of broadleaved woodland support local wildlife and have local ecological importance. Other habitats are common and widespread but have local ecological importance.

Five structures, including four buildings and one culvert, were confirmed as bat roosts as part of previous 2017, 2018 and 2019 bat surveys. They are utilised by low numbers of common pipistrelle bats as low status summer day roosts, with one building could potentially be used by hibernating bats. Two of the roosts are within the application site, one of which has been demolished as part of the demolition

works, under an approved European Protected Species Mitigation licence from Natural England. Details of management of bat habits are discussed in detail later in the Report. The river corridor is used by common pipistrelle bats for foraging and commuting as well as Daubenton's bats at a lower frequency. Bats and their roosts are legally protected.

The site has local level value in relation to roosting and commuting and foraging bats. The site is within the Black Redstart Priority Area but none were recorded during targeted black redstart and breeding bird site surveys. Therefore, the site is of site level importance for this species.

The proposals would make the corridor more natural by removing the heavily engineered brick and stone built banks and planting native aquatic species along the new river edge. The park would provide extensive habitat improvement for the site.

The temporary adverse effect of habitat loss for bats and generalist breeding birds and potential black redstarts would be mitigated by the provision of enhanced and newly created habitat delivered within the park.

The Park and River corridor improvements would provide a habitat that would support local and UK biodiversity priority species including bat, bird and invertebrates. The park would provide a net gain in biodiversity for the entire SRF and would have a beneficial impact overall for the City Centre. Supplementary mitigation measures are recommended to enhance biodiversity, including habitat boxes in the park and more soft landscaping in development plots.

The proposals would not adversely affect any statutory or non-statutory designated sites. Whilst there will be a short-term loss of semi-natural habitats to implement the Phase 1 works, these are common urban habitats, some of which are in a poor condition and the Park would replace them. The net biological gain is such that the loss of existing semi-natural vegetation is considered to be negligible.

Green roofs on the office buildings would be incorporating a range of planting using robust species to complement the local environment and promote biodiversity. Wherever possible, intensive planting of mixed species and incorporation of supportive habitats encouraging pollinating invertebrates will be introduced.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the context of growth and development objectives. The way in which this scheme exploits opportunities is discussed below.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details the measures to be undertaken to minimise waste production during construction and in operation. The onsite management team would ensure the various waste streams are appropriately managed.

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other Relevant City Council Policy Documents

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments
- to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports
- new investment models;
- Protect our communities from climate change and build climate resilience

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) - This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

The alignment of the proposals with the policy objectives set out above is detailed below.

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site

circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area.
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

The Greater Manchester Strategy (2017) (“Our People, Our Place”) - was produced the Greater Manchester Combined Authority (GMCA) and replaces the former “Stronger Together: Greater Manchester Strategy” published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:

“A place where all children are given the best start in life and young people grow up inspired to exceed expectations.

A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you’ll get it.

A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.

A place where people live healthy lives and older people are valued.

A place at the forefront of action on climate change with clean air and a flourishing natural environment.

A place where all voices are heard and where, working together, we can shape our future.”

The delivery of a significant amount of public realm within the city centre, which is primarily open greenspace centred around the River Medlock would have a beneficial impact to families and children who live within the city centre and nearby areas, such as Ardwick. This would also make a broadly positive contribution in terms of health outcomes and will be accessible to all following in depth consultation with Access Officers at Manchester City Council.

Delivery of 2 new office blocks and associated commercial space within the Phase 1 proposals would create a substantial amount employment opportunities that range from contributing to the supply chain indirectly in addition to direct job creation through new commercial office floorspace. These new office blocks would contribute directly to creating an environment that attracts investment into local and regional centres within Greater Manchester and in Manchester, which is seen as the heart of the region.

Mayfield SRF and Masterplan (2018)- This was formally endorsed by Manchester City Council’s Executive Committee in May 2018. The SRF is a material consideration of the planning application.

The 2018 SRF seeks to act as a catalyst for the transformation regeneration of the surrounding areas by building on the benefits of the investment in Piccadilly Station; and by maximising the opportunity of the arrival of HS2 as a ‘once-in-a-century’ opportunity to transform this part of Manchester, by creating a new gateway and extending the city centre eastwards to the inner ring road and beyond.

The realisation of the vision as set out within the SRF should help drive wider economic growth within Manchester city centre and adjacent neighbourhoods. In order to achieve this, the SRF sets out a series of objectives of which the following are of relevance to these applications:

- Place Making: To offer exceptional design respecting and restoring the area’s heritage assets, to create well-used and well-loved public spaces and a brand new park, and to strive for an exemplar sustainable development, in order to achieve a vital and viable new city centre district.
- To capitalise on the rich historic heritage to create a unique place rooted in the identity, character, and history of Manchester.
- New Jobs: Creation of up to 10,000 jobs at a range of levels (including those which would be accessible to local people) accommodated in the new commercial and business space, the majority of which will be in business and professional services and digital industries, but also within sectors such as leisure and tourism. High quality workspaces: Meeting the growing demand for high quality floorspace in the city centre, and strengthening the city’s inward investment offer, in a location which will capitalise on the economic benefits of investment at Piccadilly Station, including HS2.
- Townscape & Urban Design: To create a locality that has its own distinctive character while also feeling like a continuation of the city centre, improving the

environment around the Mayfield area and Piccadilly Station, and ameliorating some of the anti-social activities which currently take place in the locality.

- Natural Capital: To create a new 6.5 acre city centre park and an additional 6.5 acres of public realm, restoring the River Medlock and increasing biodiversity and public access to green space.
- Functional Connectivity: In its pivotal location Mayfield will physically, socially, and economically connect key regeneration areas and transport hubs, including: Corridor Manchester and Ardwick to the east and south; Piccadilly SRF Area and Piccadilly Station transport hub, New Islington and Ancoats to the north; and North Campus and the remainder of the city centre to the west.
- Local Socio-Economic Impact: Mayfield will open up a range of economic, social and environmental benefits to residents in nearby wards.
- Economic growth from clustering of economic activity adjacent to current and future transport infrastructure:
- Economic Benefits from Construction: The proposed construction programme will sustain a 700 person workforce each year, while the associated supply chain expenditure will support an additional 1,000 jobs in the Greater Manchester economy by 2025, increasing to 2,500 jobs by 2029, initially through construction works, and subsequently through businesses accommodated in the commercial space.

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.

In relation to car parking the approach at Mayfield is to embrace low car usage policies consistent with a highly accessible city centre location. Essential car parking was intended to be provided in podium and basement areas, and a potential multi-storey car park within the Baring Street campus but be designed to be flexible and removable/reusable to embrace changing personal mobility patterns and new technologies. Provision should be made for electric cars, car sharing.

The Site forms part of the Baring Street Campus, where the provision of a “well-connected location for a commercial campus cluster in a series of well-crafted and flexible blocks” is envisioned, which take cognisance of the former Hoyle Print Works warehouses alongside the River Medlock and should have a unique relationship with the River.

In terms of use and form the SRF requires the buildings to provide:

- An active commercial base for co-working, live/work units, and small business space that will encourage enterprise and added value economic growth sectors that will be essential to support the City’s growth trajectory.
- Buildings should be set back and step down towards the Park to accommodate a generous public walkway,
- Opening up on to the river and maximise sunlight into the Park.
- Massing which gently steps down towards the park to allow sunlight into a majority of the park during spring, summer and autumn.

The SRF also references a new pedestrian bridge across to the Depot and the north side of the Park.

The proposals would: Deliver new jobs and high quality workspaces; assist in delivering the level of place making required to establish and sustain this new City Centre neighbourhood; strengthen the city's inward investment offer, in a key strategic location; help to create a locality that has its own distinctive character; improve the environment around the Mayfield area and Piccadilly Station; restore the River Medlock and increase biodiversity and public access to green space; facilitate better physical, social, and economic connections to key regeneration areas and transport hubs; and open up a range of economic, social and environmental benefits to residents in nearby wards.

These collective benefits would ensure that Manchester can unlock further potential for economic growth in the future and would align with the vision and objectives set out within the SRF to facilitate the implementation of the vision of the SRF.

In terms of car parking through the detailed design process and development of the principles set out within the SRF, a strategy to consolidate undercroft and surface car parking into a MSCP has emerged. The intention is to focus vehicular trips within Mayfield into the south western corner of the site and keep the wider area prioritized for pedestrians. Overall parking numbers proposed are below the 700 maximum spaces set out within the SRF. The need for parking within the site against the background of transport and other City Council policies which seek to reduce the number of car journeys to the City Centre has been touched upon above and is discussed in more detail within the next section. Whilst in the shorter term it is envisaged that the parking would be used for commuters and visitors to the City in the longer term it would provide a facility for future residents within the Mayfield neighbourhood.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – The transport node plays a critical role in the city's economic regeneration. Significant investment is focused around Piccadilly Station and an SRF in 2018 aims to create a major new district based around a world class transport hub. This would ensure that the City can capitalise on the opportunities presented by HS2 and the expansion of the Station. The overarching objectives are to improve the attractiveness of the area to investment; improve physical connections and permeability; and provide destinations for social and cultural activity.

Mayfield features heavily within the HS2 Manchester Piccadilly Strategic Regeneration Framework, which was endorsed by Manchester City Council in June 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.

The scheme has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boosting investor confidence in the area supporting and complementing the next phase of growth in Manchester, delivering strategic regeneration objectives and improving connectivity between the City Centre and nearby communities.

North Campus Strategic Regeneration Framework (2017) - The Mayfield area is immediately adjacent to the North Campus SRF Area to the west. The redevelopment of North Campus will bring major regeneration benefits to the city and the area around Manchester Piccadilly. The North Campus is recognised as one of the neighbourhoods to be impacted by HS2 and is described as a 'research intensive knowledge environment'.

The vision for the area is to deliver a mixed use district with the knowledge industry and academic research identified as key activities with a focus on future planning strategies and ways of improving the east-west connectivity between Manchester Piccadilly Station through to Oxford Road, as well as providing a significant gateway to the North of the site in the direction of the city centre via the notable Sackville Street Building.

The proposed development would complement the delivery of the above vision and put in place physical infrastructure to help deliver and further enhance the envisaged future connections to other adjacent regeneration areas.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities

The Mayfield area is included within the wider Piccadilly SRF and as such is positioned for significant development. The wider Piccadilly area is identified as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

At 20 acres, and adjacent to Piccadilly Station, the scale and location of the Mayfield development provides a unique opportunity not achievable in any other part of the city centre. The proposed development would be complementary to the realisation of the opportunities set out above. It would start the process of establishing a sense of place within the Mayfield Neighbourhood.

It would commence the process of creating up to 10,000 jobs in the new commercial and business space, high quality workspaces, and increasing biodiversity and public access to green space ensuring that Mayfield will become a new destination and significant amenity for the whole city as envisaged by the Mayfield SRF whilst providing strong connections between Piccadilly and the communities of East and South East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

Our Manchester Strategy (2016-25) – This sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will: have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas; possess highly skilled, enterprising and industrious people; be connected, internationally and within the UK; play its full part in limiting the impacts of climate change; be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and be clean, attractive, culturally rich, outward-looking and welcoming.

Through its objective of being a progressive and equitable city, from a development and regeneration point of view, this not only means creating and enabling jobs and growth (outcomes which the regeneration of Mayfield would deliver intrinsically) it also demands a smart and thoughtful approach to how development is executed. This should ensure that residents living in nearby areas and circumstances of disadvantage are connected to employment, skills and training opportunities, and given the support and empowerment necessary to make the most of them. More details of this approach and its embodiment within the wider sustainable development credentials to which the applicants aspire to deliver at Mayfield are detailed later in this report.

Stronger Together: Greater Manchester Strategy 2016-2025- This is the sustainable community strategy for the Greater Manchester City Region. The Manchester Strategy 2016-25 also identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed office accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Joint Health & Wellbeing Strategy (2016) - is the city's overarching plan for reducing health inequalities and improving health outcomes for Manchester residents. It sets out a ten year vision for health and wellbeing, and the strategic priorities which have been identified to support this vision. The vision is that in ten years the people of Manchester will be living longer, healthier and more fulfilled lives with a genuine shift in the focus of services towards prevention of problems, intervening early to prevent existing problems getting worse – transforming the city's community based care system by integrating health and social care.

In terms of addressing the priorities set out in the Strategy the delivery of the 2.4 hectare park and other areas of public realm proposed by the applications would deliver a high quality, well maintained green and blue space that are an integral part of a neighbourhoods, with access to parks and green spaces and safe green routes for walking, cycling and exercise;

Manchester's Tree Action Plan 2016-2020– States that Trees are a valuable and prominent part of the city's green assets and have a key role to play in a healthy, attractive, resilient city. It sets the contribution they make within the wider context of green and blue infrastructure across the city. It contains a number of Objectives and headline actions of most relevance to this application is to managing tree numbers sustainably. This includes ensuring that green and blue infrastructure (including trees and tree management) is considered part of major new developments which include projects within an area known within some Policy Documents as Eastern Gateway of which Mayfield forms part. The provision of 147 trees within the site (net gain of 135) would contribute to the realisation of the Action Plan objectives.

Manchester's Great Outdoors (A green and blue infrastructure strategy and action plan for Manchester)- Highlights that Manchester needs to demonstrate that it can be both a green city and a growing city. It emphasises a need to focus on Open Spaces, Linkages and Networks of "urban green". These can all be seen across the entire Mayfield development and the Park provides a key focus to this. The strategy discusses blue infrastructure and the importance of Manchester's waterways. The idea of opening up the River Medlock mirrors these aspirations.

Manchester's Park Strategy (2016) - Recognises the potential of Manchester's parks as crucial assets at the heart of their communities and that the city's 143 parks and open spaces make a huge contribution to the city's wider goals - from supporting regeneration and economic growth to encouraging healthier lifestyles and acting as community focal points, or even destinations in their own right. The new park at Mayfield would provide a further community asset for City Centre residents, workers and visitors and contribute to the goals set out above.

The Strategy contains four key themes: 01. Parks at the heart of neighbourhoods; 02. Vibrant Parks, Vibrant Communities 03. A Manchester quality standard; and 04. Productive parks in partnership.

The proposed Mayfield Park would:

- Be at the heart of the new neighbourhood which the SRF seeks to deliver;
- Would through providing opportunities for the park to be used in different ways and provide a range of experiences for a wide variety of users of different ages and with different needs;
- Would across the proposed programme of events act as a focus for the wider community promoting the vibrancy of the Mayfield neighbourhood; and
- Would through planned strategy for engagement with the wider community (for example through the establishment of a 'Friends of Group' or links with local schools and University research opportunities) consider the best way the park can be looked after and managed with the involvement of local residents and look at how partnerships can an better foster a sense of ownership and pride with local residents and groups who would use the park.

Other National Planning Legislation

Legislative requirements

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability and Age are among the protected characteristics. INSERT? AL

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Noise and Vibration;
- Townscape and Visual Impact;
- Daylight, Sunlight & Overshadowing;
- Traffic and Transport;
- Ecology
- Air Quality;
- Water Resources and Flood Risk;
- Ground Conditions & Contamination Risk;
- Wind Microclimate;
- Socio-Economic Impact

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 5.41 hectares. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations. It has tested 2 implementation scenarios 1 for application ref no 124972 (MSCP, Park, Office 1 and highways works) being implemented alone and 1 for this being implemented in combination with 125248 (Office 2).

Due to changes to the submitted scheme the City Council notified the Applicants under Regulations 25 and 18(2) and (3), that it is considered that due to the amendments to the above application that it was necessary for the Mayfield, Phase 1 EIA September 2019 to be supplemented with additional information which is directly relevant to reaching a reasoned conclusion on the likely significant effects of the development described in the application in order to be an environmental

statement. An addendum to the original statement was subsequently submitted in response to that request.

The ES and Addendum sets out the following information:

A description of the proposal comprising information about its nature, size and scale;

The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consent granted.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

The Scheme's Contribution to Regeneration, Principle of Proposed Uses and Socio Economic Impact Regeneration is an important planning consideration as the city centre is the primary economic driver of the region and is crucial to its economic success. There has been a significant amount of regeneration in Piccadilly area over the past 18 years as a result of private and public sector investment. Major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as new opportunities are presented by HS2 and Mayfield will be central to the realisation of those opportunities.

The proposal is consistent with the SRF that was endorsed by the Executive 2018. The masterplan continues to evolve in relation to design testing, detailed site investigations, analysis and emerging trends in the office sector. The transport strategy has evolved to reduce the environmental impact of parking. Originally, parking was included in individual plots but it would all be in a MSCP. It would replace an office on Plot N and would support all uses across the masterplan.

Adjustments to plot footprints and massing would redistribute some of the office space lost. The amendments maintain the emphasis of a step in height towards the edges of the site to maintain sunlight and daylight to the park.

A new neighbourhood would be created based on assets such as the Depot and the River. The Park would be the heart of the area, providing unique activities for the city centre, and enhancing the river. Significant commercial floorspace would complement development at North Campus and Kampus.

This part of the Masterplan is identified as a commercial campus for co-working, live-work units and small business space. This would add value to the Grade A commercial buildings. There is an acknowledged shortage of good quality office accommodation in the city centre and good quality products must be brought forward in sustainable locations such as this in order to meet growing demand. The proposal would deliver 34,636 sqm (GIA) of Grade A accommodation.

Development of this brownfield site would be consistent with a number of the GM Strategy's key objectives. Employment growth of 11% is forecast in Manchester between 2014 and 2024 (16.1% up to 2034), exceeding Greater Manchester and national forecasts. This would add 42,600 jobs to the City taking total employment level towards 430,000. Much of this growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase by 36% to 2024 and 73% to 2034. .

The offices would be in a highly sustainable area, with ground floor retail and leisure uses, improving access to jobs. In excess of 2,500 FTE jobs could be provided at the site providing opportunities for local residents, potentially reducing the average distance travelled to work. There would also be supply chain benefits leading creating more jobs. It is estimated that the office employment will generate a direct GVA impact of £96m per annum and the retail/leisure employment an impact of between £1m and £4.7m per annum depending on the final use.

High density employment at a priority regeneration area would maximise the economic potential of a highly accessible site. It would start the regeneration of Mayfield and deliver value added economic growth in a key growth sector (financial and professional services). It would enable the City to compete for occupiers nationally and internationally and support the next phase of the City's economic growth.

A focus on securing independent occupiers in the ground floor spaces would add diversity and further enhance the character of Mayfield. It is envisaged that they would be attracted by competitive terms and a targeted marketing campaign.

The Park would be useable and accessible to everyone. The public and highway spaces would prioritise pedestrians and cyclists and minimise the impact of cars. The delivery of the Mayfield Park will require a number of roles to be created relation to the on-going management, maintenance and security.

These Phase 1 proposals would deliver commercial uses in a highly accessible location and encourage the use of sustainable transport. The MSCP would ensure that workers, residents and visitors would have a choice of travel modes.

The SRF originally distributed parking in the podium of residential and office buildings. However, MSCP would be close to the Inner Relief Road and reduce the need for cars to enter the City Core. It would reduce traffic movements in Mayfield allowing priority to be given to pedestrians and reduce the environmental impact earthworks.

As the pace of regeneration continues, surface car parks around the periphery have been redeveloped. The MSCP would provide people with a choice of travel modes and ensure that the City remains competitive.

Commuters use informal, unrestricted parking which would not be compatible with the first phase of the park. The first phase may not need all of the parking within the MSCP but it would be required as the rest of the masterplan is delivered and could be used by commuters in the interim.

It is anticipated that the majority of people would use public transport. All buildings provide secure cycle parking with cycle parking stands throughout the public realm. There would be drop off/pick up areas for visitors using taxis. These Management measures would be secured by the submission of a robust management strategy by way of Planning Condition.

The MSCP would be adaptable to future trends. It would provide 21 spaces for disabled people with a further 3 spaces adjacent to the Park entrance on Baring Street. 60 electric charging points would be provided and this could increase by a further 130. The building could accommodate more EV points should the network be enhanced to allow 100% simultaneous demand and photovoltaics could be fitted to the roof and southern elevation. As demand for electric charging grows the method of increasing provision would be discussed with the City Council.

This would contribute to the City's Low Emissions Strategy and the MSCP could be dismantled and recycled should demand reduce. The re-use of the steel frame and the concrete floor planks ensures that embodied carbon could partially be re-invested.

Culture has been at the heart of Manchester's strategy for future economic and social success and is key to developing its increasing national and international profile. The Mayfield meanwhile strategy has promoted cultural innovation, growth, skills development and talent retention which has enhanced the regions cultural offer. It has been used to kick-start regeneration and permission has been granted for a temporary change of use of the Depot to allow theatre, music and dance, food and

drink festival, markets and offices The Strategy will continue to evolve and develop alongside the delivery of the Phase 1 projects.

The agglomeration benefits of the first phase of development at Mayfield alongside North Campus and HS2 would lead to the creation of thousands of jobs. Development in this sustainable location could help to manage climate change. It would use previously-developed land as a park and improve the River Medlock. This should help the City to tackle climate change and be more environmentally resilient.

These proposals would deliver significant regeneration benefits. It would encourage better physical and visual engagement and integration with adjacent communities and establish a sense of place for Mayfield.

Design Issues

Relationship to Context, Architectural Quality and Effect on Historic Environment

This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. It evaluates architectural quality in terms of the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. The buildings are not considered to be tall in their context. How their scale, massing and design responds to their context and the design parameters of the SRF needs to be considered.

The design was discussed with Places Matter and public engagement took place. Materials and building styles vary in the area with the large scale brick, concrete and steel of the railway infrastructure, the Depot, and the brickwork Star and Garter and warehouse on Baring Street. Contemporary buildings are taller and use modern materials such as rainscreen cladding, brick and concrete. Mayfield would use simple, high quality materials that are durable and maintainable.

This first phase buildings and the character and layout of the Park must create high quality and distinctive place. It is perceived as being 'off pitch' commercially and needs to appeal to occupiers as a new destination. The buildings and the public realm would capitalise on the areas heritage to create a unique place rooted in the identity, character, and history of the City.

The SRF contains several historic buildings and structures including:

- The Star and Garter public house, a grade II listed building.
- The Mayfield building, a disused train station composed of three different structures: the ticket hall, the station depot and the viaduct.
- The Depot building is a Victorian structure with indoor space articulated by a grid of steel columns and with the northern elevation incorporating a network rail ramped access route.
- The viaduct, a monumental structure made of massive red brick arches.

This context along with other historic remnants provide structural, architectural and textural elements that give the site its character and atmosphere. Their retention

would preserve the place history and character. None of these are in the Phase 1 applications, but have influenced the architecture.

The masterplan has evolved through detailed design, market testing and previously unknown site constraints. The fundamental differences between SRF and the submitted proposals are the footprints/massing/ uses of the buildings. The need to provide external amenity space as part of the buildings has led to an increase in height but respects the SRF objective to stepping up towards the edges of the site and down in the central area.



2018 SRF Plots Submitted scheme (Plot L future phase)

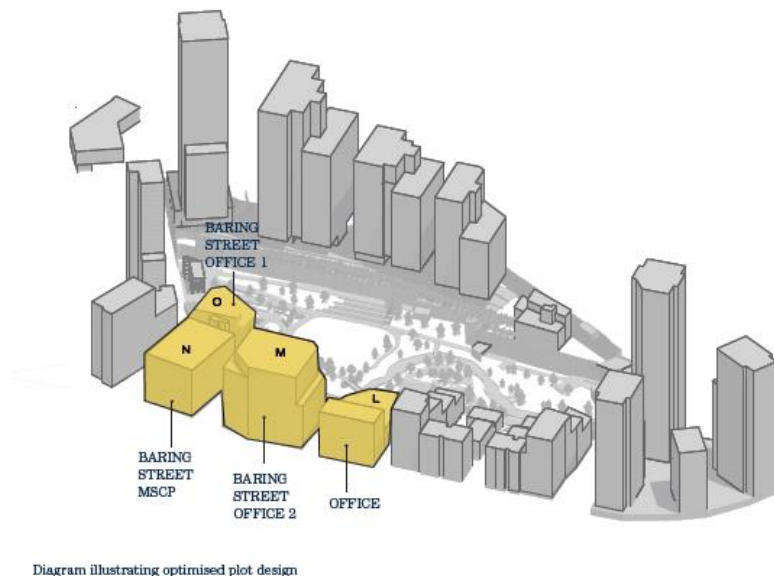


Diagram illustrating optimised plot design

Diagram illustrating optimised plot design

The building design would retain appropriate levels of daylight to the park in accordance with the SRF. The MSCP would replace an office building and would support residential and commercial uses. The MSCP would enable ground floor areas to contain more active uses as opposed to car parking.

Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive, is sympathetic to local character and optimises the potential of the site.

The proposals would improve the area and use the site efficiently. The public realm would create a sense of openness around the buildings and enhance the arrival experience. The ground floor uses would provide natural surveillance

An analysis of each individual component of the scheme is set out below.

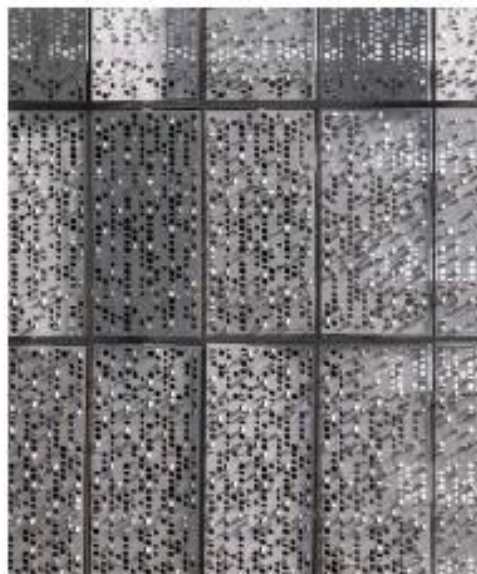
MSCP

The design incorporates functional requirements such as the need for ventilation but ensures that the internal structure is not visible. The building would have a different treatment at an upper and lower datum to reduce its impact at street level. The lower level responds to the Mayfield Depot where arches would relate to human scale and activity at ground floor. Climbing plants would grow up this part of the building. The arches would reflect the industrial heritage of the railway arches on Temperance Street. The arches would be constructed of powder coated steel grating with angled louvered uprights that control views into the car park. There would be powder coated steel grating in-fill panels, to support the planting.

The appearance would also align with elements of the neighbouring office building with the lower level responding to the band of anodised metal that defines the office entrance. The upper portion aligns with the fourth floor terrace and extends to the eighth floor of the office building. Panels would align with the tops of window panels to create continuity. The 3m wide panels would reflect the rhythm of the office window bays.



A photograph of a physical model showing a bay study of the elevation



A photograph of the facade model

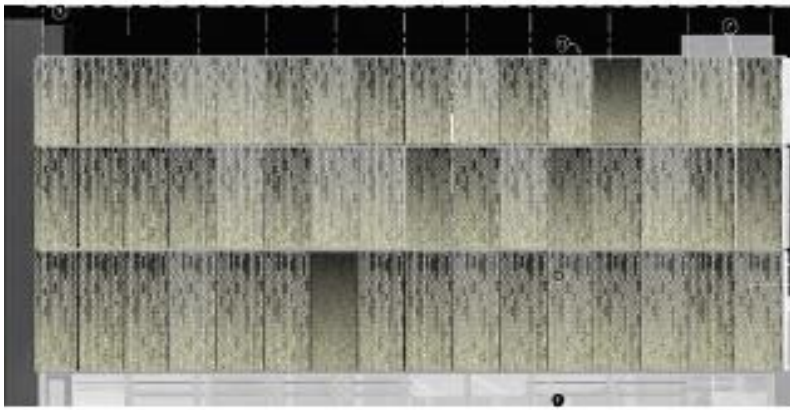
The upper levels comprise a series of vertical elements, reminiscent of the Calico Printworks fabrics that were woven on looms in large rectangular panels within the Mayfield Print Works. They have a simple and contemporary pattern of vertically aligned circles. These panels would overlay the horizontal elements with a vertical rhythm. Individual panels would reflect the panellised production of fabrics which become smaller and more articulated towards the top of the building.

Open perforations would be in areas between the structural slabs and columns to minimise views of the structure. Some perforation would not be fully punched out, with the perforation is left attached and bent outwards. This would create a three dimensional appearance and catch light and reflect changing weather conditions. The ventilation strategy requires the east and west façade to be more open which allows the façade to change in nature as it wraps the building.

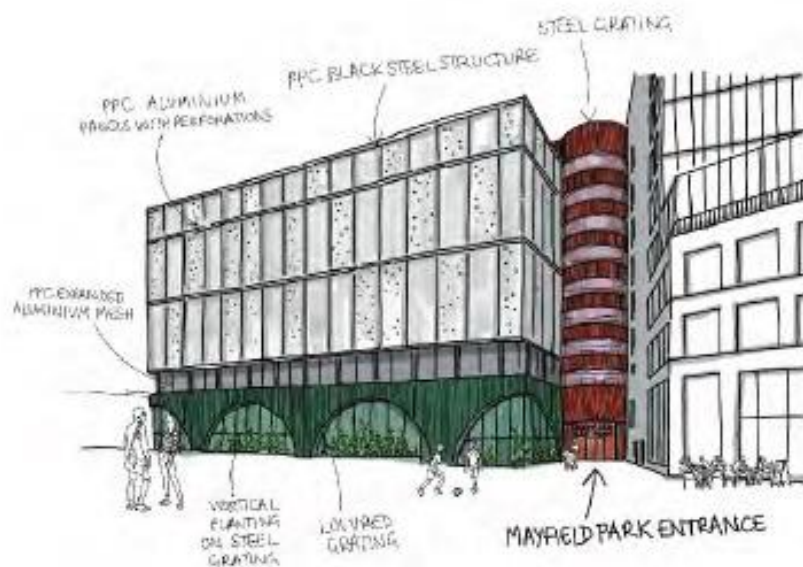


20.12.19 Planning Submission East Elevation

The west, south and a portion of the east façade are the most visible. The panels would be rotated by up to 15 degrees to reinforce the panelised approach and reflect the light differently. The amount of rotation would differ with less rotation at lower levels to reduce views into the car park. Greater rotation at the upper levels would create a varied skyline in longer views along Mancunian Way. The 'secondary facades' are largely hidden behind neighbouring buildings and the panels would not be rotated.

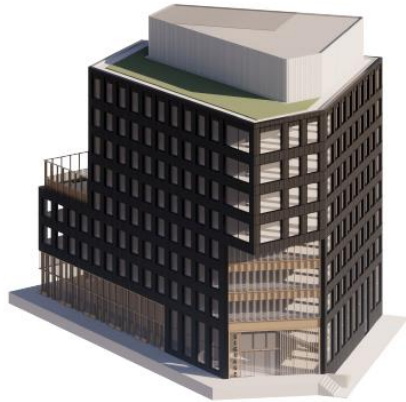


The external stair core would appear as a sculptured element between the MSCP and Office 1 to improve legibility and become a prominent way finder.



Baring Street Office 1

This office would overlook the Park and the depot. The accommodation would be flexible with an emphasis on creating a unique and distinctive commercial opportunity. The ground floor would be publicly accessible and provide a range of amenities and provide a focal point to engage with the park.



—Aerial axonometric view
From north-west corner of development



The building would have cutbacks to provide articulation which creates an angular building with façades which would address the park, the depot, Baring Street and the approach from Piccadilly.

The massing would ensure that the park would have adequate sunlight and daylight levels. The cut back at the upper levels provides daylight to the heart of the park and an open terrace on the eastern corner faces the river. A lower cut back addresses Baring Street and the approach from Piccadilly and identifies the buildings entrance. A rooftop plant enclosure would ensure that as much space as possible is available for public use at the ground floor.

The building would use contemporary materials with corrugated metal and lightweight steel. The dark corrugated metal, anodised aluminium, timber vertical screening and glazing would be a modern interpretation of the robust solidity of Mayfield and Manchester's Victorian mill heritage. The facades on Baring Street would have deep window reveals similar to traditional masonry buildings.

There is more glazing to the base and top of the building to add contrast and articulate a more prominent top and provide scale where the building meets the ground. The ground floor would have a double height foyer with public space providing daylight and views of the park. The lower levels would be carved away with the cantilever clearly defining the main entrance.



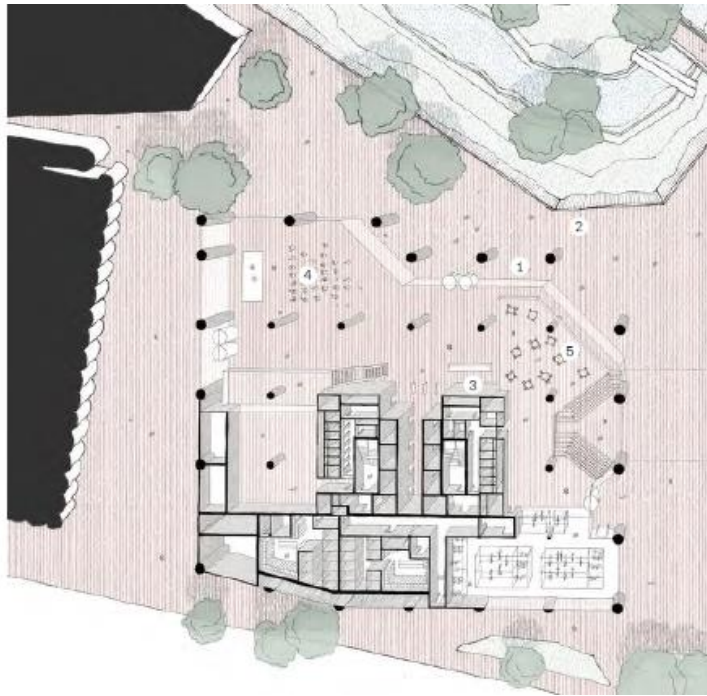
The ground floor facing the park has a similar treatment and the upper levels are cut away exposing a contrasting lightweight treatment. This allows sunlight to the park and lowers the corner to a more human scale. The south façade faces the multi-storey carpark with the core located here to maximize the floorplate facing the park. The solid corrugated metal wraps around most of this area.

The rooftop plant enclosure would be set-back with the corners chamfered to reduce its impact and provide space for cleaning and maintenance.

Office 2



The design would relate to the strong industrial and parkland setting. A colonnade facing the park would create an open and public space and act as an extension to the park. The ground floor glazing would be set back encouraging pedestrians to stay in the park. The double height entrance would relate to the scale of the Depot.

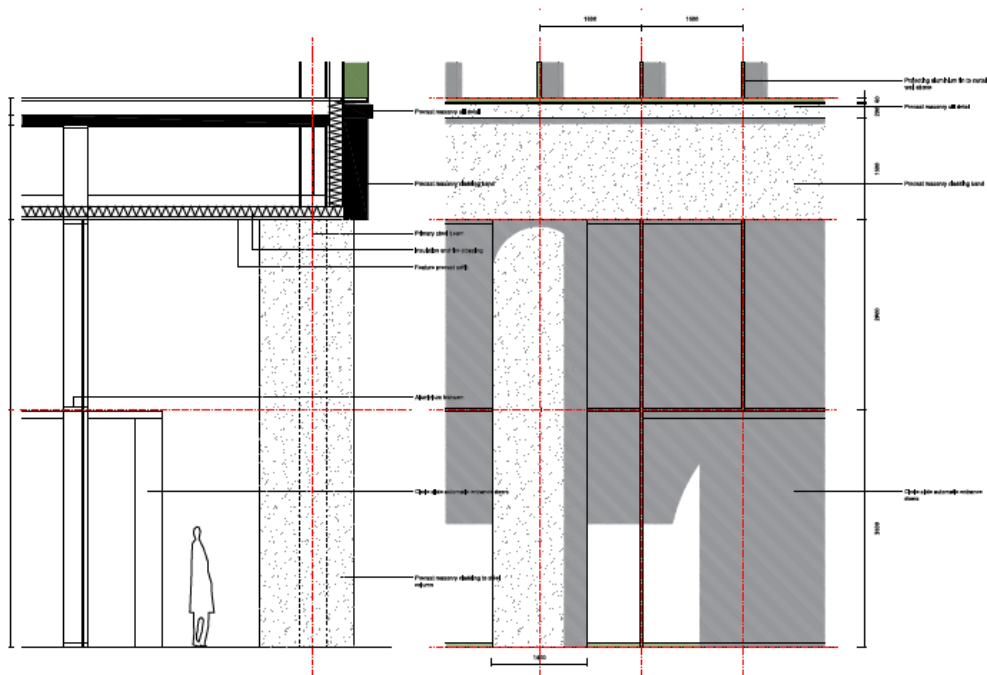
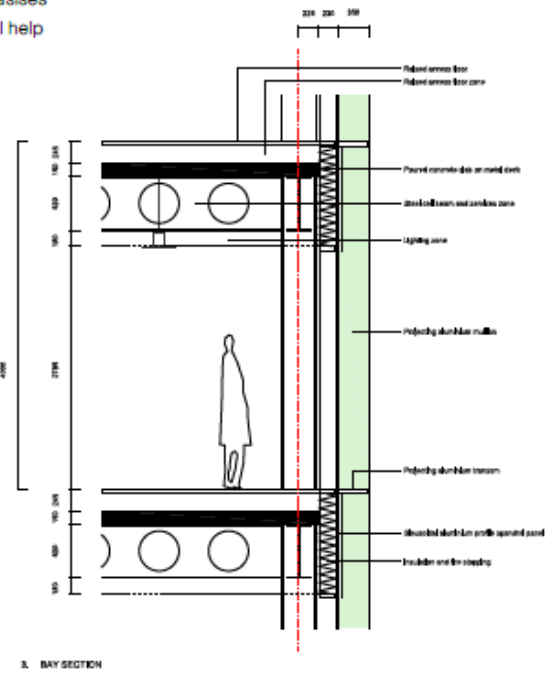
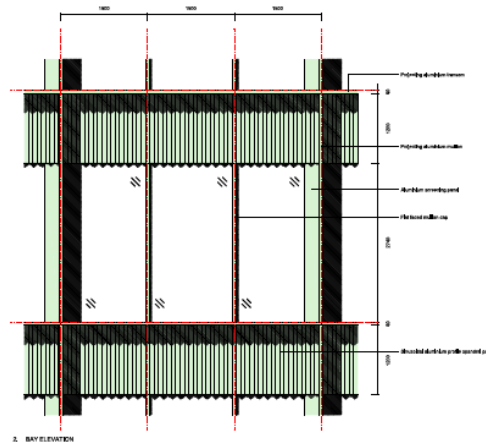
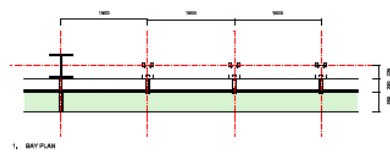


Active frontage would be provided to the park with the colonnade providing shelter, entrance and congregation. The building would be chamfered envelope and direct long range views across the Mayfield Park.



The massing would have a layered form, with a tripartite subdivision characteristic of many traditional Manchester buildings. The base would be overlarge, referencing the Depot, with a repetitive façade above. Small scale external spaces on the upper floors would further connections with the Park.

The upper façade is a curtain wall system with aluminium metalwork and the façade's 350mm projections would manage solar gains. Corrugated profiles would provide texture and depth and emphasise the layered banding.



The design interprets the robust solidity of Mayfield and the Citys Victorian mill heritage in a modern way and uses of industrial materials. The buildings would be high quality and respond to their context. This would help to define the sense of place and identity as required by the SRF.

Townscape and Visual Impact Assessment

The Townscape and Visual Impact Assessment (TVIA) uses the methodology and approach in the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA)

Third Edition' (2013) – produced by the Landscape Institute (LI) and IEMA. In addition the following guidance documents have been used:

- Guidance on tall buildings published by Historic England: Advice Note 452;
- History in the View prepared for English Heritage by LUC in 2011;
- Manchester Residential Quality Guidance;

The 14 key verified views and 1 indicative kinetic view have been analysed to understand the impact of the development on the townscape. A qualitative assessment includes the schemes under construction.

The height of the proposals and the scale of surrounding railway infrastructure and the Mancunian Way limit visibility from outside the site and it would have a limited impact on its immediate surroundings. Few streets in the city centre are aligned to it. The verified views indicate that the significance of effect would be Neutral. Noticeable improvements are predicted in close proximity to the site. The proposals would enhance the local street scene and increase activity and safety and security.

The kinetic views cannot be verified but indicate how the buildings would fit in the townscape. It shows that all buildings would fit and complement each other. None appear isolated, each are of a sufficient different height and form to provide a varied horizon. The profile of each is identifiable and multifaceted, which would contribute positively to both townscape character and view. The park would mainly be concealed behind buildings but would benefit the townscape of Mayfield and provide an important open space.

The proposal would affect the city centre townscape with a positive local contribution, to Mayfield in particular, and would complement the townscape character in terms of form, height, scale and design.

In terms of cumulative effects there is would be no change.

During construction the effects should be relatively localised, temporary in nature, extend over the short to medium term, would not affect other Townscape character zones in any measurable way and would be minor adverse

The proposals would promote further regeneration and realise the vision of the Mayfield SRF by creating a distinctive and well-connected place. It would have moderate beneficial effect on townscape character.

Consideration of merits of the Proposals with National and Local Policy Context relating to Heritage Assets

The NPPF (para 193) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The proposal would enhance the setting of the Depot, sustaining and enhancing its significance. It makes a positive contribution to local character and distinctiveness

and would preserve those elements of the setting that make a positive contribution to the asset. The proposed development would therefore be consistent with paragraphs 193 and 197 of the NPPF.

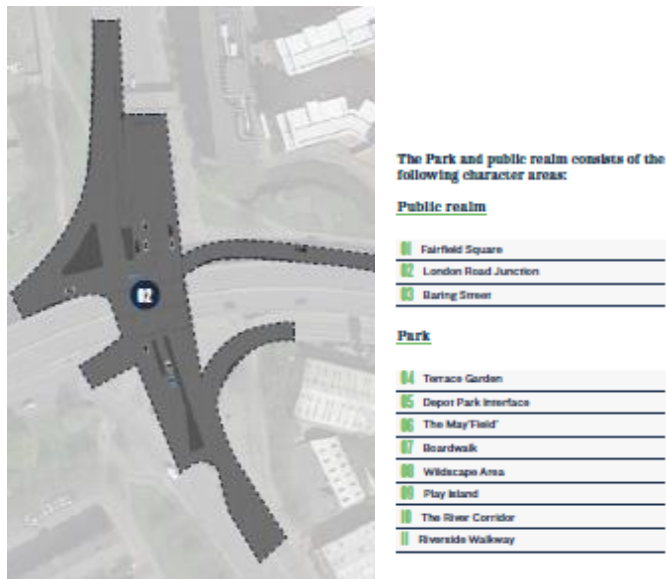
Credibility of the Design

Proposals of this nature are expensive so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design has been sufficiently developed and costed to ensure that the submitted scheme can be delivered. The materials have been selected following research and discussions with contractors and suppliers to establish the cost parameters, maintenance requirements and to understand weathering characteristics, to ensure that they can be delivered within the cost parameters and are of appropriate quality and longevity.

The development team have delivered high quality buildings in city centre locations. They recognise the high profile nature of the site and design response is appropriate. The proposal has been reviewed by Places Matter who expressed general support. Detailed initial investigations, including the: ground conditions and archaeology have been carried out which should help to insure against un-foreseen costs.

Public Spaces and Facilities, Provision of Well Designed Environment and Contribution to Improving Permeability





Mayfield Park would be a major facility that defines the post-industrial character of the area. A mix of historic features such as footbridges, cobbles and preserved and restored structures would create an interesting and distinctive place. Long-term economic and social value would be derived from the creation of this high quality place. The park would be accessible from surrounding areas and have attractions, focal points and features. This would attract a broad range of people, promoting identity and community, ownership, interaction, inclusivity and social cohesion.

The 2018 SRF seeks to build on the character of Mayfield by retaining the Depot and other structures, and restoring and enhancing the River Medlock. New layers would be added to these existing built and natural assets. The park would be laid out as a sequence of linked but different spaces:.



Sketch illustrating the Vision for the Western end of the Park (View taken from The Garbhouse looking East)



The buildings would be designed as an of the park with green infrastructure and high quality hard landscapes as part of the ground floor of the buildings. Active frontages are fundamental to create hustle and bustle throughout the day. The environment created would be welcoming and inclusive. The River would be the centrepiece of park and the creation of a more natural environment along its banks would allow people get closer to it.



There would be a consistent palette of hard materials, planting and street furniture to create a public realm which is distinctive, legible and defines a distinctive identity. Street trees and street lighting would reinforce character and the importance of routes.

The trees would be semi mature to provide an immediate impact and have 2.2m clear stems to provide sightlines and promote personal safety and passive surveillance. Tree planting would help to provide areas of shade which are particularly useful for protecting vulnerable children and older people from the effects of the sun. Deciduous species with autumn and spring colour would maintain interest throughout the year.



The proposed green infrastructure would also have some positive effects in terms of improving air quality.



Other benefits of the scheme would include:

- Complementing and enhance Greater Manchester's existing and emerging network of open green space;
- Opening up the river and provide visual and physical access to the watercourse and associated habitat;
- To substantially improve and extend green blue infrastructure connection into the city centre:
- To become a catalyst for future change along the River Medlock Valley.



The Park would be a place for everyone including older people. It would accommodate day to day uses including active; passive; community; arts and culture; and environmental. This would provide somewhere for everyone irrelevant of age and physical ability, race, belief or sexual orientation.



The public space at the covered Mayfield Depot would be part of the park as an indoor and outdoor space. This may offer shade in the summer or shelter in the winter. An annual events programme with different uses would enliven the park throughout the year.



The Park would be open 24 hours a day and would have no gates to control access / egress. There would be an on-site maintenance and management team. Final details of the management and maintenance of the Park would be a condition of any

consent granted. The use of the park would be governed by the same rules and regulations as those that apply in City Council's own parks. The management company would therefore liaise very closely with Manchester City Council and Greater Manchester Police.

Materials

The materials would respond to the areas industrial past and would be simple, restrained, unfussy and typical of industrial detailing. There would be a strong link between the site's heritage and the park design. There would be locally sourced clay pavers with joint widths that provide a suitable surface for wheelchair and mobility scooter users. Light textures in the surface can add surface grip in wet weather. The greenery would stand out against the concrete base. Laid in situ, the concrete requires no additional edge restraint and a simple interface with planting.

Self bound gravel, rock boulders in the river corridor and defining edges reflect the natural stone cobbles used on surrounding streets. Gravel would be used in some areas of planting to help establish habitats and act as a mulch to suppress weeds.

The structural elements of the park would be steel, concrete and timber. This represents the character of the site, complements the proposed paving and provides hard wearing robust materials that can cope with the riverside environment.

The surface in the play-space would meet safety standards, and a recycled rubber surface would provide soft cushioning. There would be timber decks along the river edge and habitat areas where some of the ground levels falls away. Weathered steel grating would be used at the riverside jetty and, at the south of the park, retaining walls would be clad with sheet steel.

Materials would be sourced as locally as possible with new clay paving bricks expected to be sourced from Stoke, other materials recycled from site, aggregate sourced from UK quarries and steel expected to be sourced from Sheffield.

Promotion of Health and Wellbeing

The design would promote health & wellbeing and to help to Manchester residents to live longer, healthier and more fulfilled lives. Collaboration with public, private, academic and voluntary and community partners would help to achieve this and strengthen links with the city's sporting leisure and cultural assets.

There would be diverse opportunities to play and exercise with nonprescriptive opportunities such as group sports and informal exercise such as ball games, yoga, frisbee, stretching etc. Stepped level changes would provide informal work out space for plyometric training and hidden exercise opportunities could be communicated through a Park app. The bridges create walking and running loops and the play Island would offer climbing, swinging and exploratory activities. Areas of the park have been designed to withstand skateboarding.

Passive activities would connect with nature to promote good mental health. A large south facing seating terrace overlooks the park providing a space to sketch, people

watch or sunbathe. Scattered seating would provide quiet spaces for individuals or small groups to relax and riverside jetties allow people to engage with the river and its habitat. Quiet walking trails along the river edge would be opportunities to escape the busy city and enjoy the sounds of the river and the rustling wetland planting.

Biodiversity and Wildlife Issues / Contribution to Biodiversity Net Gain and Blue and Green Infrastructure

An ecology survey notes that there are no Special Areas of Conservation (SACs) or Site of Special Scientific Interest (SSSI's). Rochdale Canal, Stott's Lane - Ducie Street Basin and Ashton Canal approximately 400m to the north are Grade A SBIs. The Rochdale Canal supports regionally important aquatic habitat and species, including internationally important populations of floating water plantain and the Ashton Canal is recognised as important for its submerged aquatic flora.

Several structures could provide roost features for bats with common pipistrelle the most likely to be present. There is a pipistrelle roost at the Depot building. Roosts could be disturbed by noise/vibration from construction and disruption to commuting and foraging routes from night time lighting, the removal of vegetation and the works to the River. Control measures from construction noise and lighting would accord with national guidelines are included in the Construction Management Plan which would be a condition. The temporary loss of foraging habitat is not considered to be significant as other habitat outside of Phase 1 would be available and construction lighting would maintain dark corridors connected to the depot.

Roosting bats could be disturbed or the roost lost during demolition or refurbishment which would be an offence under current wildlife legislation. The landscaped areas provide semi-natural habitats within Mayfield and the river corridor provide a link to other suitable areas within the city. Bat surveys at other sites in the city centre have revealed that rivers and canals are a well-used foraging and commuting resource for bats. Modification of the habitats at the site and in particular any increase in artificial lighting could reduce the value of these areas to foraging bats and potentially fragment the important river corridor that links bat habitats throughout the city. The Assessment recommends that additional surveys would be required to provide sufficient information to inform the impact assessment and, if necessary, an appropriate mitigation strategy and this should be a condition.

A breeding birds survey should be carried out, including efforts to detect common kingfishers and black redstarts. Any necessary mitigation should be a condition.

The 'biodiversity net gain' principle seeks to avoid impact with a hierarchy of minimising, restoring and, as a last option, creating new habitats. Site clearance works has removed scattered scrub, trees and semi-improved grassland and has reduced bio-diversity. A baseline survey in 2017 has been used for the biodiversity net gain calculations to reflect a true change in habitats of Phase 1 and wider Mayfield development.

Habitats at buildings, the depot, the culverted and canalised River Medlock, extensive areas of hardstanding and a range of semi-natural habitats typical of urban brownfield sites have been recorded. Small bat roosts are present in four locations

including a culverted section of the River. Vegetation along the river corridor is dominated by Japanese knotweed, but it is an important foraging and commuting corridor for bats. The habitat on site is suitable for the black redstart, a rare breeder in the UK that is known to occur nearby.

The Ecology Strategy outlines measures to increase biodiversity and public access to green space. The park would deliver a substantial amount of the natural capital. The strategy covers key habitats and species which have been identified as important ecological features across the SRF, as priority species or habitats in Manchester and Greater Manchester planning policies, guidance and local Biodiversity Action Plans (BAPs) and as UK priority habitats and species (NERC Act 2006 S.41).

The priority habitats include the River, brownfield habitats and urban managed greenspace. Priority species include bats, black redstart, breeding birds including urban-adapted swifts and peregrine falcon and generalist invertebrates including pollinators which are of both national and local conservation concern and merit local conservation work

The majority of semi-natural habitats would be removed to allow development to proceed and compensatory habitat would be provided as well as habitat for bats, black redstart, generalist bird species and invertebrates. The proposal could provide enhance and deliver biodiversity through green infrastructure, with native species and tree planting, incorporation of wildlife planting including for pollinators, the creation of biodiverse roofs and the provision of habitat features

These would be delivered by the restoration of 0.23ha of the river and floodplain environment. The park would deliver a 175% biodiversity net gain of 175% in Phase 1 or 25% if measured against the entire Mayfield area. A six acre, ecologically valuable habitat would be created incorporating native species and diverse pollinator planting and a 1.22ha habitat of broadleaved woodland with 147 trees and semi-improved neutral grassland for foraging, commuting and roosting bats, breeding birds and invertebrates.

The resilient plant species and sustainable drainage solutions would ensure the park can accommodate a 1:100 year plus climate change flood event providing an important flood protection measure. Marginal wetland areas would be created along river edges giving space for water, recreation and wildlife, increasing biodiversity and flood resilience.

The river would be opened up by the removal of the culvert and high-sided river walls and habitats would be created. Riffles and pools in the riverbed would increase oxygenation and provide habitat for fish and aquatic invertebrates. Artificial nest boxes for kingfisher, dipper and wagtail would be provided in the riverbank where possible. The river corridor would dark enough to allow bats to use it. A sensitive lighting plan would minimise light spill whilst maintaining health and safety requirements in public realm areas.

A replacement brownfield/open mosaic habitat, a UK priority, would be provided as compensation, mimicking brownfields with specific features for black redstart and benefiting generalist birds and invertebrates. This could include biodiverse/brown roofs, living walls, perching posts and nest boxes close to the river

Plant species which are native and/or benefit pollinators and other invertebrates would be provided with habitat features that support resting/hibernating invertebrates would help to meet the targets of the National Pollinator Strategy as well as deliver biodiversity net gain. The habitat provision in the park, including the enhancement of the river corridor, would provide suitable mitigation for any habitats lost to facilitate Phase 1

Demolition/conversion works to buildings and culverts which contain bat roosts would be carried out under licence from Natural England with provision of replacement roosting habitat.

The implementation of measures to provide mitigation for habitat loss and to improve biodiversity are included within the submitted Ecology Report and should be a condition. An ecologist can advise on further ways to provide enhancements, in addition to mitigation, to improve wildlife value and contribute towards a net gain in biodiversity such as additional bird and bat boxes and additional plantings including night scented species to provide foraging habitat for bats and nesting habitat for birds. Native, nectar rich plants that attract insects would be recommended as they would enhance foraging opportunities for bats.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created across Mayfield with the Park as a focus. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to greater ecological value. A condition would require agreement of the details of this.

Green roofs, potential blue roofs, rain gardens and other green infrastructure, such as the green arches on the MSCP, delivered with the MSCP and Offices would enhance biodiversity and expand habitats and improve ecological value.

The Park would deliver significant biodiversity gain through new habitats, particularly for Phase 1 and across Mayfield. The provision of replacement bat, bird and invertebrate habitat features in the park, and swift and peregrine nesting habitat, and the enhancements across Mayfield would deliver meaningful biodiversity gains.

Sustainability Overview

The approach to sustainability prioritises performance outcomes and meaningful impacts that reflect the City's ambition. This should deliver positive socio-economic and environmental outcomes and net gains as set out in the NPPF and deliver sustainable development.

Energy Efficiency and Operational Reductions in CO2 emissions.

Larger buildings should attain high standards of sustainability because of their high profile and impact. The Partnership is developing a zero carbon framework and the phase 1 proposals would be an integral part of reducing total emissions to at least zero by 2038 or sooner.

The Energy Statement and Environmental Standards Statements (ESS) sets out measures that could be incorporated across the lifecycle of the developments to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods. The thermal performance and air tightness would exceed Part L of the Building Regulations and energy reducing and low carbon technologies are then applied.

The highly sustainable location should reduce its impact on the environment. Policy EN6 requires development to achieve a minimum 15% reduction in CO2 emissions on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements, which equates to a 9% improvement over Part L 2013.

All Phase 1 developments adopt the “Lean, Mean, Green” principles and exploit opportunities to reduce power consumption and generate clean green energy which can be used as locally as possible.

Baring Street Office 1

This development includes passive measures and efficient plant. It has a zero-combustion strategy for heating and hot water, which eliminates pollution, through Variable Refrigerant Flow units served by high efficiency reverse cycle Air Source Heat Pumps and heat recovery. The services would be all electric with high performance fabric targets to avoid unwanted heat loss and gains. The proposal would achieve a 13.5% reduction compared to Part L 2013, exceeding the requirements of EN 6.

The proposal has been assessed under the EPC (Energy Performance Certificate) Standards which has indicated that a score of between 81% and 91% is achievable.

Baring Street Office 2

Highly efficient building fabric; highly efficient building service; low energy lighting; and roof mounted PV would reduce carbon use. It would achieve a 10% reduction above Part L 2013, exceeding the requirements of EN 6. A BREEAM pre-assessment has indicated that a Breeam Rating of Excellent should be achieved.

The Sustainability Statement requires evidence of real, benchmarked performance outcomes across the lifecycle of the developments. The following targets have been set for the developments in addition to those set out above:

- Provide glare control, good levels of daylight, best practice lighting levels, good levels of thermal comfort, ventilation and internal acoustic performance in Office 1 and 2;
- Passively ventilate MSCP and include energy saving measures, including high efficiency LEDs, presence detection sensors
- Draw on best practice SUCH as BREEAM, the WELL Building Standard and Fitwell to improve energy performance and the health and wellbeing of occupants in Baring Street Office 1 and 2:

- Achieve an indicative EPC B (81-91%) and take steps to optimise the operational performance of Baring Street Office 1 using frameworks such as Design for Performance, including consideration of the following:
- Setting an operational performance target for total building energy consumption and related emissions – this would be written into construction tender documentation as a procurement requirement;
- Undertake advanced simulation as the detailed design process progresses to better understand total energy consumption;
- Commission an independent expert design review to check that the detailed design will achieve its target rating,
- Create a Performance Validation Plan to confirm how performance will be measured throughout the construction, commissioning and occupational phases of the building;
- Undertake an intensive commissioning programme to ensure that controls are consistent with the final design. In parallel, a performance based maintenance contract will be developed and a process to oversee tenant fit-outs determined; Conducting a detailed fine-tuning programme, with quarterly Building Management Service (BMS) reviews undertaken for at least the first year, alongside and following which a process of monthly monitoring shall be enacted to compare actual performance against the modelled target, with issues risks and remedial actions Identified;
- Subject to an industry standard operational rating system being developed, procuring an operational rating produced by an independent accredited assessor and compared to the target rating. Should no such rating system be developed, an independent audit of operational performance will be undertaken and the results disclosed publicly;
- Reduce the overall consumption of water and limit any future impact of water scarcity e.g. through low flow taps and dual flush toilets, a sub metering and monitoring regime, and the installation of leak detection devices;
- 100% high efficiency LED lighting, with limited upward light transmission for all exterior lighting Baring Street Offices 1 and 2 and MSCP

Crime and Disorder

The increased footfall, additional residents and the improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and a condition would require Secured by Design accreditation.

The Park would a privately managed public space and an agreed plan would ensure that it is well managed and residents, workers and visitors would be safe

Relationship to Transport Infrastructure, Highways Impacts and Servicing

Mayfield is close to Ardwick and borders North Campus and the HS2 Masterplan. All forms of sustainable transport are nearby. The public realm improvement would enhance links to sustainable transport and nearby residents would be able to walk to jobs and facilities at the site.

A Draft Travel Plan sets out how the use of sustainable transport modes could be maximised. The majority of trips would be by sustainable modes, or would be

undertaken through linked trips. However, the access strategy does recognise a need for car journeys as part of a balanced approach.

Vehicular routes would be rearranged to improve connections to Piccadilly Station. Pedestrian connections to adjacent areas would be enhanced. Improved connection to the Station would improve connections to Piccadilly Gardens and the Northern Quarter. Junction improvements and crossing points on the Mancunian Way and London Road would make pedestrian journeys safe and cyclists and pedestrians would benefit from environmental improvements including reduced traffic speeds via a proposed 20mph zone.

An internal strategic cycle routes along Baring Street, Mancunian Way slip-road and along the southern boundary of the Park would connect to the cycle network and new local routes. The London Road /Mancunian Way junction would be reconfigured to improve the pedestrian and cycle access. Many roads surrounding the SRF boundary are recommended for cycling improvements as per Manchester's 'Made to Move' Strategy, and A6 London Road and Fairfield Street are designated as on-road cycle routes. It is proposed that a new Beeline Cycle route will run along London Road adjacent to Mayfield.

There would not be dedicated cycle routes within Mayfield Park. The topography and size of the Park precludes the provision of paths that can be shared safely by pedestrians, cyclists and those with mobility impairments. A cycle route would be maintained along the southern edge of the Park with secure cycle parking provided at all entrances. 6-10 short-stay cycle parking spaces are proposed at each parking location on the edge of the Park and would meet or exceed Council requirements. All cycle parking would be highly accessible, safe and secure.

Cycle parking and shower facilities and lockers are provided in line with Council for British Offices (BCO) standards. Only cyclists and staff would have fobs to access the cycle store.

Highway amendments would be subject to TROs to allow the delivery of the car park and provide sufficient separation between vehicles, cyclists and pedestrians. A key change would allow vehicles to access Mancunian Way from London Road on a one way basis, with Baring Street one-way. This would provide direct access to the MSCP from London Road and allows traffic to loop back onto London Road to egress the site.

A layby would be provided on Baring Street adjacent to Office 1. The taxi stacking arrangement for the Station uses Baring Street extensively. The environment is poor in terms of traffic movements, noise and air quality. Long term, the taxi facilities would be relocated to the north of the station, as part of the Piccadilly area regeneration proposals. In the short to medium term, options will be explored to improve the immediate environment and efficiency of pick-up and drop-off.

The Head of Highways has no objections and the points raised by the objector in relation to cycling have been considered by them and changes made accordingly to the proposals.

Effect on the Local Environment/ Amenity

This examines the impacts on nearby and adjoining occupiers and includes issues such as microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Sunlight and Daylight

High density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to the context

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider such impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

There could be sunlight and daylight impacts on a neighbouring student residential scheme and amenity landscaped areas, amenity space north of the Macdonald hotel and amenity space adjacent to London Road could be affected. Other residential properties have been scoped out due to their distance and orientation from the site. The BRE Guidelines suggest that homes have the highest requirement for daylight and sunlight and the guidelines are intended for use in rooms where natural light is required, including living rooms, kitchens and bedrooms.

The BRE Guide recommends that the assessment should include cumulative impact of consented developments. The baseline used is prior to any demolition which has been completed. The 2019 site condition consists of warehouse Unit 5, low-lying warehouses in the southeast corner and southwest corner of the site. Walls of the depot on the northern half of the site are also included in the baseline.

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction phase but would be less than the completed scheme.

Daylight Impacts (Completed Development)

The BRE Guidelines methodologies for daylight assessment are progressive, and can comprise a series of 3 tests. Given the scope of the impact detailed below, only the Vertical Sky Component (or VSC) test has been carried out.

VSC considers how much Daylight can be received at the face of a window by measuring the percentage of sky visible from the centre of a window. The less sky that can be seen means that less daylight would be available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The Guidance states that a reduction of VSC of more than 20% or of NSL of 20% does not necessarily mean that light would be inadequate, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply if it remains within 0.8 times of baseline figures as this would not be noticeable. For the sensitivity analysis, this is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The density of development is unusually low for the City Centre. Buildings that overlook the site have received unusually high daylight levels in a City Centre context. As such the baseline situation against which sunlight, daylight and overshadowing are measured, does not represent a densely developed urban environment.

The Guidance acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would allow very little development to be built.

The assessment has been carried out on the basis of layout drawings for the surrounding buildings as it has not been possible to access properties.

The proposed seeks to minimise effects on daylight and sunlight to existing homes (including hotel and student residential), whilst seeking to maximise the availability to the proposed buildings. This has been achieved by reviewing proposed options and providing feedback on the effects. The impacts are set out below.

Liberty Point - The VSC results shows that 110 (91.7%) of the 120 windows would satisfy the BRE guidelines by retaining a VSC of at least 27% or at least 0.8 times their former value. The remaining 10 windows would achieve a factor of between 0.6 and 0.8. It is considered that the overall effect of Application 1 would be of minor adverse significance.

Sunlight Impacts (completed development)

The BRE sunlight tests should be applied to all main living rooms and conservatories with a window facing within 90 degrees of due south. The guide considers kitchens and bedrooms to be less important, although care should be taken not to block too much sunlight. Sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and has a reduction in

sunlight received over the whole year greater than 4% of annual probable sunlight hours.

Where sunlight is reduced by over 20%, it does not automatically mean that sunlight would be insufficient but the loss may be more noticeable.

Liberty Point - The sunlight results show that 119 (99.2%) of the 120 windows tested would satisfy the BRE criteria for annual and winter sunlight criteria. The remaining 1 window would achieve between 0.6 and 0.8 of its former value. The overall effect of Application 1 on this receptor would be of minor adverse significance.

Cumulative Effects

Demolition and Construction

Surrounding cumulative schemes identified are too far away to be impacted by the Proposed Development.

Sunlight to open spaces

Open spaces should retain a reasonable amount of sunlight throughout the year and the Guidance recommends that to appear adequately sunlit throughout the year, at least 50% of a garden or amenity area should receive at least two hours of sunlight on the 21st March. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on the 21st March. Existing open spaces should receive at least two hours of sunlight on the 21st March on at least 50% of their area or at least 0.8 times the former area receiving two hours of sunlight.

All affected amenity areas would be compliant with the BRE Guidance. . For the Mayfield Park the figure is 97% (Baseline 98%). Mayfield Park would achieve the sufficient sunlight hours on the park such to meet BR209 guidance.

Future plots in Mayfield would be subject to sunlight, daylight and overshadowing assessments as they come forward.

Wind

Changes to the wind environment affect how comfortable and safe the public realm is. Changes that can't be designed out, should be minimised by mitigation measures. The massing and exposure of the scheme has been assessed in conjunction with long-term wind climate statistics. It includes buildings being constructed close to the site and committed schemes which might also have an impact. The significance of effects is assessed based on current or planned pedestrian activities. The impact of topography, building shape and climate has advised that mitigation measures are required.

Computational Fluid Dynamics modelling simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing. It confirms that with the mitigation measures incorporated into the scheme, the conditions for pedestrians in all areas of Mayfield would be acceptable.

The mitigation includes trees planting around the offices and MSCP along with, a 50% porous 1.1m balustrade at the podium wall along the edge of the Park and, lower level planters with shrubs.

A small area at the southeast corner of Office 2 shows slight acceleration but is suitable for walking around buildings. The rooftop of Baring Street MSCP shows slight acceleration along the eastern edge. These wind effects are considered minor adverse and therefore acceptable for the planned activities.

No safety issues would occur in this phase or cumulatively with future schemes and the tested mitigation would be adequate.

Air Quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during construction and in operational. The site is in an Air Quality Management Area (AQMA) where air quality is be poor as a result of traffic emissions. As such, site users and adjacent residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels.

Mitigation measures are required during construction to minimise dust impacts and good on site practices would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

Dispersion modelling has determined the impact at sensitive locations from operational traffic. This is predicted to be slight adverse at nine locations, and slight beneficial at four locations. The beneficial impacts are due to a reduction in predicted traffic flows on Whitworth Street and Fairfield Street. The remaining locations would see negligible change and it is concluded that the effects would not be significant.

A travel plan would aim to reduce vehicle trips, traffic congestion, noise and air pollution, and greenhouse gas emissions. There would be 10% electric vehicle charging spaces to encourage zero tailpipe emissions which could be increased.

Other measures are proposed by MCC and GMCA to improve air quality such as a Greater Manchester Clean Air Zone, support local businesses and sole traders to upgrade to cleaner vehicles; and trebling the number of EV charging points.

The implementation of these measures would ensure that the residual effects would not be significant. Pollutant concentrations would be within the relevant health-based air quality objectives. Building users would be exposed to acceptable air quality and the site is suitable for the proposed use. Cumulative effects with other committed development would be negligible for both construction and operational phases

Noise and Vibration

A Noise Report concludes that with acoustic design and mitigation, the internal noise levels would be acceptable. Mitigation measures for any externally mounted plant and ventilation should be a condition.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate impact on residential accommodation.

The operational phase would not produce significant noise or vibration. Disruption could arise during construction and the applicant and contractors would work with the local authority and communities to minimise disruption. A Construction Management Plan would provide details of mitigation and should be a condition. Construction noise levels based on worst case assumptions would be moderate temporary adverse. Following mitigation construction noise is not likely to be significant.

Acceptable internal noise levels can be achieved with relatively standard thermal glazing

Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV Reception Report based on technical modelling in accordance with published guidance was supplemented by a baseline reception survey that took place in the potential interference zones to increase its accuracy.

The study focused on the reception of VHF (FM) radio and the two television broadcast platforms that could be impacted ie digital terrestrial (DTT) and digital satellite television (DST). The proposal is not expected to have any adverse effect on DTT Freeview, as coverage is good with no viewers in a theoretical signal shadow. No interference is expected for (DST) Freesat & Sky due to the lack of satellite dishes in a theoretical signal shadow. Good coverage and the robust technical nature of the broadcast radio network regarding building-generated signal interference mean the proposal is not expected to affect the reception of VHF(FM) radio services.

Overall, the development would have a neutral effect on the reception of television and radio services for local residents and mitigation is not required.

Inclusive Access

The Office buildings and MSCP would be fully accessible. Publicly accessible parking would be available on-street on Buxton Street including disabled spaces and drop off zones close to the park entrance. 21 spaces (4%) in the MSCP would be provided for disabled people. These are primarily on the ground floor and adjacent to the lift core on other floors. The MSCP would use an Automatic Number Plate Recognition system. There would be no barrier system and payment would be via an app. The Mayfield Management Team would assist those without access to the app. 3 disabled parking spaces would also be provided adjacent to the Park on Buxton Street as well as drop off zones close to the park.

The cycle parking would include disabled people cycles and accessible gradients and routes in the area would accommodate mobility scooters. The landscaping would address the needs of all including older people. The final details would be agreed by condition. Some key features which would be included which are recommended by the Guidance would include:

- All footpaths, jettys and footbridges would be fully accessible;

- There would be a mixture of seating types for all abilities in the key spaces and throughout the streetscape;
- seating would respond to the microclimate and be in areas with good surveillance and well lit. The seating would include benches with back and arm rest;
- There would be no ramps within the park with footpaths at 1:21 or shallower. Landings are provided every 0.5m level change. No footpath is less than 2m wide and there are a range of accessible jetty points. All surface materials are slip resistant even in inclement weather;
- Bins in the would include segregated recycling;
- A signage strategy would help with way finding and immediate destinations. The signs would include distance and/or walking times;
- The bottom step of the stepped seating area would provide accessible seating;
- Routes would have an unobstructed width should be 1800mm to allow for 2-way passing;
- All balustrades and edge protection will be 1100mm above adjacent surface levels with gaps no wider than 100mm;
- A location for a public toilet is currently being explored and is likely to be somewhere in the Depot or arches and easily accessible from the Park. The exact location and details for this would be agreed via a condition of any consent granted;
- All landing points would be more generous than the standard minimum requirement;
- Timber boardwalks would have slip resistance strips;
- Detail of the playground can be incorporated in to further detailed design and agreed via condition. As the detail of the play features is developed, reference will be made to the 'Plan Inclusive Play Areas' (PIPA) website, a play area assessment tool to help create inclusive outdoor play areas';
- The edges of the Mayfield would be flush with the footpaths to create easy access to the grassed areas for wheelchair, prams etc. e inclusive outdoor play areas';
- The widths of riverside jetties vary, the narrowest is 3m wide and orientation of jetties is varied to offer a range of aspects;

Flood Risk, Drainage Strategy and Impacts on River Medlock

The sites is partly within Flood Zones (FZ) 1, 2 and 3, which have a low, medium and high risk of flooding. A Flood Risk Assessment (FRA) has assessed the risk from all forms of flooding and demonstrates how it would be managed, taking the effects of climate change (35% allowance) into account. The site is in the Core Critical Drainage Area and requires a 50% reduction in surface water run-off as part of brownfield development.

The River Medlock is generally contained within a rectangular brick channel, some of which is in a derelict state with parts of the retaining walls having collapsed into the river. The river is culverted under Baring Street. The proposals would restore and naturalise the River in the site boundaries.

The NPPF categorises where development in each Flood Zone and flood risk classification is appropriate and where the Exception Test is required. The Exception Test demonstrates how flood risk will be managed while allowing necessary development to proceed if suitable sites with lower risk of flooding are not available. The proposal should show that the community would benefit from wider sustainability benefits that outweigh the flood risk. The development should be safe for its lifetime without increasing flood risk elsewhere and, where possible, reduce flood risk overall. The offices and MSCP are less vulnerable and the Park is water-compatible. Based on these compatibility criteria and siting the exception test is not required.

The Sequential Approach is risk-based and aims to direct the most vulnerable types of development towards areas of least risk. Sites are not precluded from development where the risk can be managed. Therefore, a sequential test as set out in the NPPF is not required but any 'vulnerable' development should be situated in the least vulnerable areas. The city centre location and brownfield status mean it is well suited for the proposal and would support overarching growth aspirations.

Flood management has been considered in the context of improvement works being progressed upstream in the Medlock catchment. The Environment Agency support the naturalisation of the river and have set out the following aims that are included within the proposals: removal of culvert and daylighting to enhance biodiversity; safe development around the site, with development levels raised above the Design Flood Event; flood compensation storage to manage the impact of flood risk in and outside the site; and, provision of safe access and egress during extreme flood events.

The design aims to ensure the proposal would not increase flood risk elsewhere during the 1 in 100 year flood event. The impact of the bridges has been assessed through hydraulic modelling and has informed the need for the careful profiling of the river corridor and floodplain. Opening up the river would allow the floodplain to be clearly defined so that a safe environment is created at times when high flows are expected. Finished floor levels for development would be set above flood levels with an allowance for uncertainty, as recommended by the EA. The energy substation/plant room is set above the 1 in 1000 year flood event to provide resilience during an extreme event. Development levels have generally been set above the 1 in 1000 year flood event to remove development from Flood Zone 2. This would not increase flood risk upstream or downstream and the development is safe. There would be pedestrian and vehicular access during extreme flood events and adequate access to the river for maintenance or improvements works. There would be no significant change to flood risk on or off-site and it would be safe from flooding for its designed lifetime. The finished floor level of buildings is acceptable to the EA. The works to the River and profiling of the site is acceptable to the EA subject to a conditions regarding phasing, detailed design and agreement of emergency planning measures for park, building users and emergency services. The FRA shows that as the flood risk is managed by the above mitigation, which could be secured through a condition, the risk is acceptable.

Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates with 2l/s/ha to be subtracted from this peak 50% discharge rate.

Climate change allowance has been set at 30%, however, attenuation volumes will also be checked against a 40% allowance.

The flood risk areas are to the north of the River or within the Park. The demolition works and re-profiling of the landscape would provide compensation storage. The park areas would be graded towards the River to allow drainage of surface water runoff from the park. To the south of the river, the removal of the buildings and a stormwater drainage system would ensure buildings would not flood during the 1 in 100 year rainfall event with climate change. The above measures would reduce risk from surface water flooding to low.

The surface water drainage strategy has followed the hierarchy of drainage solutions. Sustainable Drainage Systems (Suds) would be implemented where possible to enable discharge, volume and water quality control of the surface water runoff and reduce flood risk on site. All surface water which falls on the surrounding buildings and their associated public realm will be attenuated on site. Any residual surface water would then be discharged via pipes into the River. The design of the Suds would take account of the flood plain and the contaminated ground conditions that may preclude the use of methods that rely on infiltration for Plots M,N and O as this would increase the risk of mobilising potential ground contamination. SUDS are being considered for both water quantity and water quality and would be confirmed upon completion of a feasibility review.

Buildings could utilise a range of Suds systems including green, blue and brown roofs, rainwater harvesting, and raingardens and below ground storage. Plant at roof level minimises the opportunity for Green roof provision, however Blue roofs could assist surface water attenuation. Rain gardens on Baring Street and Suds could be managed in the public realm through natural drainage to capture surface water runoff rather than draining it to a below ground storage tank storage and managing flows. This would reduce the amount of water draining into sewers which reduces flood risk and pollution management

The majority of the green space is in the flood plain in the park and cannot assist storm water attenuation. Surface water that falls within the park would be discharged to the river without attenuation. Surface water may still pass through a variety of Suds prior to discharge to provide a water quality benefit. These could include filter strips and swales to reduce suspended solids.

A SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the relevant policy principles and final details would be agreed through conditions. These measures show that the flood risk on site and downstream would be managed through designed-in measures. Cumulative effects with committed development would, with these measures in place, be negligible for both construction and operational phases. Foul water would be discharged into the public sewer network.

There is a risk of pollution to the watercourse, groundwater and drainage during construction. Good environmental practices including training to operatives should mitigate against this risk although accidental spillages cannot be ruled out

completely. This requirement could form part of the requirements of a Construction Management Condition.

Waste and Recycling

An overarching waste strategy provides guidance for future development and informs waste strategies for different plots. The size of refuse stores are in line with 'GD 04 Waste Storage and Collection Guidance for New Developments and would be sorted into the specified waste streams.

The requirements for the Park are based on research into similar facilities. Bins should be at entry points and/or near activity areas such as playgrounds, picnic nodes, pathways and where they be easily accessed. MCC litter bins could be integrated. Smart bins with compacting features and fill volume sensors could support litter management. Careful consideration has to be given to the process of emptying bins and locating them in a way that collection can be done efficiently.

Detailed features of the park, including waste storage would be secured by a detailed waste management strategy to be agreed prior to the development becoming operational and secured by way of a condition.

The refuse store at office 1 would be on the ground floor. Collection vehicles would use a lay-by on Baring Street and containers would be taken there on collection day. Level access would be provided between the bin store and the highway with dropped kerbs adjacent to the lay-by.

The refuse store for Office 2 would be on the ground floor. Collection vehicles would use an area to the west and containers would be taken there on collection day. Level access would be provided between the bin store and the highway with dropped kerbs adjacent to the lay-by

Archaeology

Greater Manchester Archaeological Unit believe that remains could be damaged or destroyed by the groundworks and there is archaeological interest in the site relating to the processes of industrialisation in the late eighteenth and early to mid-nineteenth centuries. They recommend targeted archaeological excavation, followed if by more detailed and open area excavation if necessary, to inform an understanding of the potential and significance and this should be a condition.

Contaminated Land – A Phase 1 Preliminary Site Investigation for the whole site, Phase 2 Site Investigation for the MSCP and Baring Street Office 1, and Detailed Unexploded Ordnance (UXO) Risk Assessment have been carried out. These have assessed geo-environmental information based on desktop / published sources and a site walkover. Contamination sources could include historical land uses, on-site car parking and made ground. The degree of contamination from previous land uses is a function of previous site practices, operational procedures and the degree/condition of any hard standings.

Based on the site history, the ground conditions do not pose any significant risks to future users, providing mitigation is undertaken and any 'hot spots' identified during construction are removed. This may include 'clean cover' in soft landscaping areas. Ground gas would be mitigated by gas protection measures in accordance with best practice guidelines. A condition would require a full site investigation and remediation measures. With mitigation measures in place, the site would present a low risk to future site users and construction workers.

Given the history of bomb damage on the site there is a medium level potential for unexploded bombs. A condition would require that prior to any demolition a radar survey would be performed, once the ground had been cleared sufficiently to enable safe working. Workers would have to be protected during the intrusive investigation. If ordinance is found, a specialist team would assess next steps and draw up risk assessments for any continuing works which would be carried out in accordance with provide best practice guidance for the industry CIRIA.

Local Labour – Conditions would require The Council's Work and Skills team to agree the detailed form of a Local Labour Agreement for the Construction and Operational Phases.

Construction Management - Measures would be put in place to minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal

Sustainable Construction Practices and Circular Economy

The proposals would contribute to sustainable design and construction through demonstrating the value of circularity in material sourcing, design, construction and stewardship.

This would include:

- Using materials reclaimed and recycled from the site wherever possible;
- Minimise the use of virgin and unsustainable materials in Offices 1 and 2 and MSCP by incorporating recycled content into the major building elements; to source all timber from sustainable sources accredited by the FSC;
- Source new materials locally with maximise recycled content; to review materials using the Green Guide to Specification and to ensure products are certified with ISO14001 and/or BES6001;
- Products to comply with the Total VOC product emission criteria as stated within BREEAM New Construction 2018, Hea 02 feature or to meet best practice through certifications such as 'Declare: Living Building Challenge' and 'GreenScreen®';
- Minimising the effect of material selection on the environment and on building users. Materials with low embodied energy content would be encouraged and the products would enable long life with low maintenance. Material use and related embodied impact will be reduced by using reclaimed and recycled

materials, wherever possible from buildings at the site. Materials with recycled content will be selected to reduce the overall environmental impact’;

- A Materials Management Plan would limit the production of waste during construction through good practice measures and complete a Verification Report to demonstrate that the materials have been located in the correct place within the development or dealt with appropriately;
- Encourage materials with low embodied energy and use products with a long life with low maintenance;
- Developing a digital directory of materials used during construction to encourage reuse and end-of-life value and also for the purpose of measuring total embodied carbon impacts of development as part of the zero carbon framework for Mayfield.

Social Value from the Development

The proposal would:

- In terms of community involvement be aligned with the submitted Mayfield Community Engagement Vision which sets out the belief that a strong community engagement strategy will be a medium through which the applicants commitment to the people of Manchester will be demonstrated.
- Would involve the agreement of a Local Economic and Social Benefit Strategy in consultation with MCC’s Work and Skills Team;
- Support the creation of a strong, vibrant and healthy community.
- Once operational, benefit Park users through events throughout the year, which would serve to develop connections within the surrounding community and those who use and visit the City Centre;
- Help to foster a sense of community through creating opportunities for people to come together in a natural setting, within the proposed public realm and communal areas;
- Build trust and pride through the applicant engaging positively and honestly with all stakeholders throughout the life of Mayfield;
- Contractors would be contractually obliged to register under the Considerate Constructors Scheme;
- Recruitment of local residents in construction and related jobs would be maximised through engagement with Manchester City Council’s Work and Skills Team;
- Aim for one third of people employed in park maintenance roles to be of NEET status (“not in employment, education or training”);
- Aim for 20 of the 25 people are expected to work in the Park to be Greater Manchester residents in newly created jobs;
- Aim for 1 of the 2 subcontractors/suppliers to be Greater Manchester residents;
- Incorporate a requirement in all construction and facilities management contracts requiring all people employed directly or through sub-contract on behalf of the Mayfield Partnership to be paid at least the Real Living Wage (£9 per hour);
- Prioritise SME occupiers within the letting strategy for Baring Street Office 1 and 2 aided by the unique and deliberate configuration of office

accommodation within the building that lends itself to these types of entrepreneurial accelerator and workspace occupiers;

- Ensure that the majority of project expenditure at Tier 1 level is from within Greater Manchester;
- Hosting supplier fair events at Mayfield for locally-based product and service providers, prioritising those with a clear social and/or environmental purpose. These events would be complemented by talks and surgeries to help SMEs navigate the procurement process for construction, FM and related contracts:
- Aim for a third of new employees at a proposed cycling hub, bike park, garden and cafe to be from NEET status backgrounds;
- Incorporate an education suite and business incubator in “The Community Village”, in order to provide a versatile and far-reaching programme of education sessions for all age-groups;
- Develop a programme of digital skills and cyber resilience training events for local people and businesses;
- Aim to empower local people and businesses to participate fully in
- the continued stewardship of Mayfield by establishing a Management Company with responsibility for the management of Mayfield Park in perpetuity, with representation on the Board for occupier and local community representatives;
- Through the delivery of new areas of public realm would lead to significant improvements in user’s physical and mental health;
- Attract new visitors to this part of the City Centre, which would increase local expenditure and in particular, in the cafes, bars, restaurants and shops close to the Site;
- Help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from residential accommodation;
- Improve legibility of the site for pedestrians arriving in the city and increase the attractiveness of routes within the Mayfield SRF Area for pedestrians;
- Promote regeneration in other areas of the City Centre and beyond;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions through the building design. It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted.
- Would provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Would not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Would not with appropriate mitigation have a detrimental impact on protected species; and
- Would regenerate previously developed land with limited ecological value in a highly efficient manner.

Response to Objectors Comments

The objections received have been dealt with in the sections above

EIA Cumulative impacts

The impacts relating to the construction phase are temporary and predictable. The impact of on human health would be negligible to minor adverse on local residents. The impacts are complex and varied, and depend on factors such as the specific location of the residents and how they interact with the Site and the wider environment.

The cumulative impacts with mitigation would be: Townscape – Negligible to Minor Beneficial, Sunlight and Daylight -Negligible to Minor Adverse, Wind – Negligible to minor adverse, Traffic and Transport – not significant, Air Quality slight adverse, Flood Risk and Drainage Negligible to Minor Adverse (temporary), Ground Conditions & Contamination Risk – Negligible to Minor Adverse (temporary). Ecology -negligible to moderate beneficial and Socio- Economic Negligible to Major Beneficial

Overall given the densely developed City Centre location, it is considered that there will be no unduly harmful cumulative impacts as a result of this development

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). 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. In this respect it is noted that inclusivity is at the heart of the design and intended future management of the Park. This has been demonstrated in the previous sections of this Report and the final details of the compliance would be secured through conditions relating to the final details of the fixtures and fittings within the public realm (to ensure for example that a range of seating types are available which are age friendly and suitable for disabled people, its operation and the proposed programme of events and community engagement.

Summary of Climate Change Mitigation / Biodiversity enhancement

The Park and public realm around the buildings, green roofs and street trees would provide green infrastructure enhancements and should improve biodiversity and enhance wildlife habitats. There are opportunities for the green infrastructure to link to established wildlife corridors in the Medlock Valley with the City Centre. Biodiversity could be created or enhanced through the types of planting, bat boxes and bricks, bird boxes and these measures would be included in planning conditions.

Details of tree species, tree pit specifications, size and making the trees sucs enabled would be explored through the discharge of conditions.

The proposal creates a park on a brownfield site and delivers tangible environmental improvements to the River, which would assist the city's ability to tackle climate change and be more environmentally resilient

Office 1 would achieve a 13.5% reduction in carbon emissions compared to Part L 2013, and Office 2 a 10% reduction in carbon emissions compared to Part L 2013.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. Cycle parking spaces would be provided within the Park and the Office building in accordance with the BCO standards as detailed above.

The Framework Travel Plan (TP) sets out measures to reduce transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

The proposals include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. It would have a good level of compliance with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

CONCLUSION

The proposal would deliver the vision, objectives and development principles for Mayfield including place making and public realm. This would start to establish this new City Centre Neighbourhood.

The proposal would contribute to a significant proportion forecast employment growth in sectors with higher than average GVA within the City. It would deliver a significant quantum of new floorspace, public realm and associated environmental improvements in a highly sustainable location.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would deliver a high quality buildings and public realm and regenerate a site which is principally characterised by a poor quality environment. Inclusivity is at the heart of the design and intended future management of the Park

There would be no harm to any designated or non-designated heritage assets and the overall impact of the proposal including the impact on heritage assets would meet the tests set out in paragraphs 193 and 197 of the NPPF

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

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 the right to a fair hearing and to this end the Committee 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

124972/FO/2019

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included ongoing discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the 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:

(a) Dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001200 Rev P00 (Mayfield Phase 1, Application 1: Site Plan and Location Plan), 0343-SEW-ZZ-ZZ-DR-Z-0001000 Rev P00 (Mayfield Phase 1, Application 1: Earthworks and Riverworks) and 0343-SEW-ZZ-ZZ-DR-Z-0001001 Rev P01 (Mayfield Phase 1, Application 1: Phase B, C, D, E, F, G, H, I);

(b) 0343-SEW-ZZ-ZZ-DR-Z-0000026 Rev P00 (Mayfield Phase 1, Application 1: Demolition Plan);

(c) 1076-03-CE-YY-XX-DR-HI-DE-010 Rev P02 (Typical Cross Section), 1076-03-CE-YY-XX-DR-HI-SE-001 Rev P02 (Cross Sections Sheet 1), 1076-03-CE-YY-XX-DR-HI-SE-002 Rev P01 (Cross Sections Sheet 2), 1076-03-CE-YY-XX-DR-HI-DE-003 Rev P02 (Typical Pavement Details Sheet 3), 1076-03-CE-YY-XX-DR-HI-DE-004 Rev P01 Typical Pavement Details Sheet 4), 0042912-BHE-XX-XX-SK-C-0040 Rev D (Phase 1 Highways Access Strategy), 1076-03-CE-YY-XX-

DR-HI-GA-001 Rev P06 (Highways Layout: Phase 1), 1076-03-CE-YY-XX-DR-D-GA-001 Rev P04 (Surface Water Drainage Plan);

(d) 1811-BA-XX-00-DR-A-P-0002 Rev B (Planning, Contextual Ground floor plan, Proposed), 1811-BA-XX-99-DR-A-P-0099 Rev A (Planning, Basement floor plan, Proposed), 1811-BA-XX-00-DR-A-P-0100 Rev C (Planning, Ground floor plan, Proposed), 1811-BA-XX-01-DR-A-P-0101 Rev A (Planning, First floor/ mezzanine plan, Proposed), 1811-BA-XX-02-DR-A-P-0102 Rev B (Planning, Second floor plan, Proposed), 1811-BA-XX-03-DR-A-P-0103 Rev A (Planning, Third floor plan, Proposed), 1811-BA-XX-04-DR-A-P-0104 Rev A (Planning, Fourth floor plan, Proposed), 1811-BA-XX-05-DR-A-P-0105 Rev A (Planning, Fifth floor plan, Proposed), 1811-BA-XX-06-DR-A-P-0106 Rev A (Planning, Sixth floor plan, Proposed), 1811-BA-XX-07-DR-A-P-0107 Rev A (Planning, Seventh floor plan, Proposed), 1811-BA-XX-08-DR-A-P-0108 Rev A (Planning, Eighth floor plan, Proposed), 1811-BA-XX-09-DR-A-P-0109 Rev A (Planning, Ninth floor plan, Proposed), 1811-BA-XX-10-DR-A-P-0110 Rev A (Planning, Roof plan, Proposed);

(e) 1811-BA-XX-AA-DR-A-P-0210 Rev B (Planning, Section, Proposed), 1811-BA-XX-NN-DR-A-P-0310 Rev A (Planning, North elevation, Proposed), 1811-BA-XX-EE-DR-A-P-0320 Rev B (Planning, East elevation, Proposed), 1811-BA-XX-SS-DR-A-P-0330 Rev B (Planning, South elevation, Proposed), 1811-BA-XX-WW-DR-A-P-0340 Rev B (Planning, West elevation, Proposed);

(f) 1811-BA-XX-ZZ-DR-A-P-0410 Rev A (Planning, Bay Study, Typical, Type 1a, Proposed), 1811-BA-XX-ZZ-DR-A-P-0411 Rev A (Planning, Bay Study, Foyer, Type 2b, Proposed), 1811-BA-XX-ZZ-DR-A-P-0420 Rev A (Planning, Bay Study, Cut-back, Type 2a, Proposed), 1811-BA-XX-ZZ-DR-A-P-0430 Rev A (Planning, Bay Study, South, Type 1b, Proposed), 1811-BA-XX-ZZ-DR-A-P-0440 Rev A (Planning, Bay Study, Main entrance, Type 2c, Proposed), 0345-SEW-P0-00-DR-L-001710 Rev P01 (Baring Street Office No. 1, Landscape General Arrangement), 1811-BA-XX-00-DR-A-P-0001 Rev A (Ground Floor Plan, Existing Site);

(g) 0344-SEW-ZZ-ZZ-DR-A-001001 Rev P2 (Proposed - GA Site Plan (Phase 1)), 0344-SEW-ZZ-00-DR-A-001100 Rev P2 (Proposed - Level 00 (Ground)), 0344-SEW-ZZ-01-DR-A-001101 Rev P2 (Proposed - Level 01)), 0344-SEW-ZZ-02-DR-A-001102 Rev P2 (Proposed - Level 02), 0344-SEW-ZZ-03-DR-A-001103 Rev P2 (Proposed - Level 03), 0344-SEW-ZZ-04-DR-A-001104 Rev P2 (Proposed - Level 04), 0344-SEW-ZZ-05-DR-A-001105 Rev P2 (Proposed - Level 05), 0344-SEW-ZZ-06-DR-A-001106 Rev P2 (Proposed - Level 06), 0344-SEW-ZZ-07-DR-A-001107 Rev P2 (Proposed - Level 07), 0344-SEW-ZZ-08-DR-A-001108 Rev P2 (Proposed - Level 08), 0344-SEW-ZZ-09-DR-A-001109 Rev P2 (Proposed - Level 09), 0344-SEW-ZZ-10-DR-A-001110 Rev P2 (Proposed - Level 10), 0344-SEW-ZZ-11-DR-A-001111 Rev P1 (Proposed - Level 11 (Roof)),

(h) 0344-SEW-ZZ-ZZ-DR-A-001201 Rev P2 (Proposed Section 01 - AA), 0344-SEW-ZZ-ZZ-DR-A-001202 Rev P2 (Proposed Section 02 - BB), 0344-SEW-ZZ-ZZ-DR-A-001204 Rev P2 (Proposed Façade - Proposed Section DD - Staircase),

(i) 0344-SEW-ZZ-ZZ-DR-A-001304 Rev P2 (Proposed - GA Elevation - West (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001305 Rev P2 (Proposed - GA Elevation - South (Rendered)),

(j) 0344-SEW-ZZ-ZZ-DR-A-001306 Rev P2 (Proposed - GA Elevation - East (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001307 Rev P2 (Proposed - GA Elevation - North (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001310 Rev P2 (Proposed - GA Elevation - West), 0344-SEW-ZZ-ZZ-DR-A-001311 Rev P2 (Proposed - GA Elevation - South), 0344-SEW-ZZ-ZZ-DR-A-001312 Rev P2 (Proposed - GA Elevation - East), 0344-SEW-ZZ-ZZ-DR-A-001313 Rev P2 (Proposed - GA Elevation - North);

(k) 0344-SEW-ZZ-ZZ-DR-A-001320 Rev P2 (Proposed - Bay Studies),

(l) 0344-SEW-ZZ-ZZ10-DR-A-006150 Rev P2 (Proposed GIA Schedule), 0344-SEW-ZZ-ZZ10-DR-A-007150 Rev P2 (Proposed GEA Schedule), 0345-SEW-N0-00-DR-L-001700 Rev P2 (Baring Street MSCP - Landscape General Arrangement),

(m) 0343-SEW-ZZ-ZZ-DR-Z-0001022 Rev P00 (Mayfield Phase 1, Application 1: Park Existing Site Plan;), 0345-SEW-ZZ-00-DR-L-007100 Rev P00 (Illustrative Masterplan), 0345-SEW-ZZ-00-DR-L-007101 Rev P00 (Overall GA Context Plan), 0345-SEW-ZZ-00-DR-L-007102 Rev P00 (Site Overall GA Plan);

(n) 0345-SEW-ZZ-00-DR-L-007103 Rev P00 (Hard Landscape GA Plan), 0345-SEW-ZZ-00-DR-L-007104 Rev P00 (Soft Landscape GA Plan), 0345-SEW-ZZ-00-DR-L-007105 Rev P00 (Street Furniture and Boundaries GA Plan), 0345-SEW-ZZ-00-DR-L-007402 Rev P00 (Extent of Phase 1 Park), 0345-SEW-ZZ-00-DR-L-007110 Rev P00 (Gatehouse Entrance & Baring Street No.1), 0345-SEW-ZZ-00-DR-L-007111 Rev P00 (May'Field' Lawn Space), 0345-SEW-ZZ-00-DR-L-007112 Rev P00 (Play Island), 0345-SEW-ZZ-00-DR-L-007113 Rev P00 (Wildscape Walk), 0345-SEW-ZZ-00-DR-L-007200 Rev P00 (Site Sections - Location Plan), 0345-SEW-ZZ-00-DR-L-007201 Rev P00 (Illustrative Site Sections A&B), 0345-SEW-ZZ-00-DR-L-007202 Rev P00 (Illustrative Site Sections C&D); 0345-SEW-ZZ-00-DR-L-007203 Rev P00 (Illustrative Site Sections E&F); 0345-SEW-ZZ-00-DR-L-007204 Rev P00 (Illustrative Site Sections G, H & I);

(o) SURFACE WATER DRAINAGE PLAN 1076-03-CE-Y-XX-DR-D-GA-001 Rev 04;

(p) Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019

(q) Mayfield- Baring Street Office 1 issued by JY Waste management and servicing strategy (Waste Only) dated 20-12-19;

(r) Sections 4.71 to 4.74 Servicing and Waste Management (Park) contained within Deloitte Real Estates Mayfield Manchester: Phase 1 Planning Statement September 2019

s) Mayfield Site wide and Phase 1 Flood Risk Assessment 0042912 13 September 2019 Revision 00 by Buro Happold

- (t) Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West
- (u) u and i Lettings Strategy 14-01-20;
- (v) Mayfield Community Engagement Vision September 2019;
- (w) Buro Happold Mayfield Energy Strategy 26 September 2019;
- (x) Noise Targets (Offices) within Appendix 6.3 (WSP) Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
- (y) Mitigation Measures in relation to Air Quality as set out in Sections 8.112 to 8.116 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
- (z) Mitigation Measures in relation to Wind as set out in Sections 12.115 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
- (aa) Recommendations including mitigation measures within Section 5, as set out within the Buro Happold Flood Risk Assessment dated
- (bb) Additional Mitigation Measures detailed within table 17.1 of of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate
- (cc) Buro Happold Mayfield Cycling Strategy 27 September 2019
- (dd) Planting details as shown in Section 6.11 of the Park Design and Access Statement by Studio Egret West;
- (ee) Sections, 6.1 to 6.14, 7 and 8.1 of the of the Park Design and Access Statement by Studio Egret West and Responses to Access Officer Document received on 20-12-19; and
- (ff) Recommendations within the Crime Impact Assessment Version A dated 16-04-19 (MSCP), 04-09-19 (Offices) and 16-04-19 (Park);

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC20 and DC26.1.

3) Before development commences a programme for the delivery of Phase A to I as detailed within dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001000 Rev P00 (Mayfield Phase 1, Application 1: Earthworks and Riverworks) and 0343-SEW-ZZ-ZZ-DR-Z-001001 Rev P01 (Mayfield Phase 1, Application 1: Phase B, C, D, E, F, G, H, I,)

shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason: For the avoidance of doubt to allow the development to be carried out in a phased manner and to ensure that the phasing is delivered in a satisfactory manner, pursuant to Policy DM1 of the Core Strategy.

4) Prior to the first occupation of the development hereby approved, a scheme and programme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- (a) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management.
- (b) Details of any doors opening onto the highway or areas of public realm;
- (c) Details of the Relocation of 15 pay and display bays on Travis Street and are being lost, the associated pay machines;
- (d) A 20mph speed limit should be introduced on the Mancunian Way Slip Road and Berry Street to ensure that the entirety of the phase 1 road network has consistent speed limits;
- (e) Elements of the highway will be privatised to allow for private maintenance of high specification materials;
- (f) Vehicle access control management; and
- (g) Appropriate blister and corduroy tactile paving is provided at all relevant crossing/transition points.

The scheme and programme shall then be implemented in accordance with the above approval

The approved scheme shall be implemented and be in place prior to the first occupation or use of the development hereby approved.

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).

5) Prior to commencement of development a programme for the submission of details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within adjacent neighbourhoods and transport infrastructure (which includes consideration of older and disabled people) should be submitted and approved by the local planning authority prior to erection of any wayfinding associated with this development.

the details shall then be submitted in accordance with the agreed programme and and implemented in accordance with an agreed timescale to be submitted with those details.

Reason: Pursuant to Core Strategy Policies DM1 and SP1

6) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as

appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present, no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

7) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

(b) In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

d) 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 before the development is occupied, 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 (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised 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 Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

8) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. 1. A phased programme and methodology of investigation and recording to include:

- an evaluation of below-ground archaeological remains
- targeted archaeological excavation (subject of a separate WSI)
- an archaeological and interpretive survey of the river walls

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.

3. A scheme to disseminate the results of the archaeological investigations for the benefit of the local and wider community (which could include interpretive material within the site, a Greater Manchester Past Revealed booklet and academic article)

4. Provision for archive deposition of the report and records of the site investigation.

5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, Paragraph 199 - To record and advance understanding of the significance of any heritage assets to be lost and to make this evidence publicly accessible.

GMAAS recommend that a separate condition is attached to secure the display and interpretation of the site's rich industrial heritage within the landscape scheme. This should be worded as follows:

Prior to the first occupation of the development hereby approved, a scheme to commemorate the site's history and archaeology within the new park shall be submitted to, and agreed in writing by, Manchester Planning Authority. The approved scheme shall be implemented no later than 6 months after the first occupation of the development and retained thereafter.

Reason: In accordance with NPPF Section 16, Paragraph 199 - To make information about the heritage interest publicly accessible.

GMAAS will monitor any archaeological works undertaken on behalf of Manchester Local Planning Authority.

9) Prior to commencement of the development a scheme for the provision of a coach drop-off and emergency pedestrian egress for the Depot (as approved under application ref no 123728/FO/2019) shall be submitted and approved by the local planning authority.

Reason: To ensure a satisfactory development pursuant to Core Strategy Policies SP1 and DM1

10) Prior to the commencement of the development, a detailed phasing programme for the delivery of phases A through to H shall be submitted to and approved in writing by the local planning authority. The details shall confirm the overall aims of the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) will be met.

Reason

To reduce the risk of flooding to the proposed development and its future users pursuant to Core Strategy Policies EN08 and EN14.

11) The development hereby permitted must not be commenced until such time as details of existing and proposed ground levels of the park area has been submitted to, and approved in writing by, the local planning authority.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site pursuant to Core Strategy Policies EN08 and EN14.

12) The development hereby permitted must not be commenced until a detailed method statement for removing or the long-term management / control of Japanese knotweed identified on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures that will be used to prevent the spread of Japanese knotweed during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason

The above condition is necessary to prevent the spread of Japanese knotweed which is an invasive species. Without it, avoidable damage could be caused to the nature conservation value of the site contrary to national planning policy as set out in the National Planning Policy Framework paragraph 170 and pursuant to Core Strategy Policy EN15.

13) Prior to each phase of development approved by this planning permission, no development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. Additional site investigation scheme, based on the information already submitted, to provide 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 shall be submitted.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

(b) Prior to each phase of development being brought into use, 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

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

14) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

15) No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason

For the future protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy.

16) The development hereby permitted must not be commenced until such time as details of the proposed open River Medlock channel re-sectioning has been submitted to, and approved in writing by, the local planning authority. The scheme submitted shall include:

- o A hydromorphological survey of the channel, both at the reach to be restored and upstream catchment, to inform the development of any detailed plans.
- o Long and cross sections showing compliance with the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) and be supported by river modelling as necessary.
- o Detailed proposals for any new channel toe protection and its installation.
- o The timing in which watercourse works will be undertaken
- o How access to the banks and channel will be achieved
- o Site supervision requirements
- o A pre and post construction monitoring plan for the River Medlock channel.
- o Upon approval, the submitted scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To ensure that there are no detrimental impacts to flood levels, flood storage or flood flow routes. To secure opportunities for enhancing the site's nature conservation and geomorphological value in line with national planning policy and adopted policy EN9 & EN12 of the Manchester Core Strategy (2012) and to work towards the objectives

17) Notwithstanding the details as set out within condition 2 no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

*Maximise use of green SuDS in design including the public realm;

*Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation needs to be provided;

*Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

*Construction details of flow control and SuDS attenuation elements.

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.

The development shall be constructed in accordance with the approved details within an agreed timescale.

18) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

(a) Verification report providing photographic evidence of construction as per design drawings;

(b) As built construction drawings if different from design construction drawings;

(c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

19) Prior to commencement of development (excluding Phase A) a Local Economic and Social Benefit Strategy for Mayfield (Construction Phase) shall be submitted and agreed in writing by Manchester City Council. This will include a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

20) Before any development hereby approved is first occupied confirmation that a flood evacuation plan (including provision for pedestrian and vehicular access in the event of flood) is in place and has been agreed with the relevant authorities and that the development is signed up to EA's Floodwarnings direct alert system shall be submitted to and approved in writing by the City Council as Local Planning Authority. Not relevant to MSCP - did the EA request?

Reason - In the interests of public safety, pursuant to policies DM1 and EN14 of the Core Strategy.

21) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs 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

22) Prior to the commencement of Phase A of the development as detailed in condition 3 above a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with the Environment Agency which for the avoidance of doubt should include;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

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, EN19 and DM1 of the Manchester Core Strategy (July 2012).

23) Phase A: Prior to the removal of the River Medlock culvert the following shall be submitted and be confirmed as valid by the City Council as Local Planning Authority:

a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or
b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified development will require a license is likely to cause harm to common pipistrelle bats as identified in the Bat Inspection and Emergence Survey Report - PAA November 2018

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

24) Prior to the commencement of Phase A of the development as detailed in condition 3 above a detailed construction 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;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

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, EN19 and DM1 of the Manchester Core Strategy (July 2012).

25) Prior to the commencement of Phase C of the development as detailed in condition 3 above a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority (in consultation with the Environment Agency), which for the avoidance of doubt should include;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;

- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

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, EN19 and DM1 of the Manchester Core Strategy (July 2012).

26) a) Notwithstanding the details submitted with the application, prior to the commencement of Phase C as detailed in condition 3 above the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

Samples and specifications of all materials to be used and drawings to illustrate details of full sized sample panels that will be produced as appropriate. The panels to be produced shall as appropriate include jointing and fixing details between all component materials and any component panels, programme for the production of the full sized sample panels and a strategy for quality control management; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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.

27) Prior to the commencement of Phase C as detailed in condition 3 above a programme for submission of final details of the public realm works and highway works, as relevant, as shown in dwg numbered 1076-03-CE-YY-XX-DR-HI-GA-001 Rev P06, 1076-03-CE-YY-XX-DR-HI-DE-010 Rev P02, 1076-03-CE-YY-XX-DR-HI-DE-003 Rev P02, 1076-03-CE-YY-XX-DR-HI-DE-004 Rev P01, 1076-03-CE-YY-XX-DR-HI-SE-001 Rev P02 and 1076-03-CE-YY-XX-DR-HI-SE-002 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);

(b) Details of all soft landscaping works, including planting within the arches of the building (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit.

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes; n

(e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces; and

(g) Lighting around the site; and

(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is 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, fine

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, 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. C&E

28) Prior to commencement of Phase C as detailed in condition 3 above a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the in line with the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019. Mayfield Sustainability Statement (Phase 1A) (27.09.2019). This will include consideration of how Mayfield can:

- Remove health inequalities and enable more healthy lifestyles;
- Align with the Play Strategy with Manchester Joint Health & Wellbeing Strategy;

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

29) Prior to implementation of any proposed lighting scheme for Phase C as detailed on condition 3 details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

30) If any lighting at the development hereby approved for Phase C as detailed in condition 3, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

31) Before phase C as detailed in condition 3 commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8)) and DM1

32) Phase C as detailed in condition 3 above shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

33) Before the Car Park (Phase C) is first brought into use details of a Management and Servicing Strategy for the building including details of on site management and security; building servicing how payment would be managed; and how assistance would be available to customers shall be submitted to and approved in writing by the City Council as Local Planning Authority. fine

Reason - In the interests of public safety and pursuant to policies DM1 and SP1 of the Core Strategy

34) Phase C shall be carried out in accordance with the Crime Impact Assessment Version A dated 16-04-19 (MSCP). The development shall only be carried out in accordance with these approved details. 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.

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

35) Prior to the commencement of Phase D of the development as detailed in condition 3 above a detailed construction 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;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

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, EN19 and DM1 of the Manchester Core Strategy (July 2012).

36) Prior to the commencement of Phase E of the development as detailed in condition 3 above a detailed construction 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;

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

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, EN19 and DM1 of the Manchester Core Strategy (July 2012).

37) (a) Notwithstanding the details submitted with the application, prior to the commencement of Phase E as detailed in condition 3 the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

Samples and specifications of all materials to be used on all external elevations and drawings to illustrate details of full sized sample panels 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; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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.

38) Prior to first occupation of Phase E a Sustainability Strategy shall be submitted and agreed in writing by Manchester City Council. This will detail how Mayfield will maximise the social, environmental and economic benefits for the City of Manchester, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019 as a reference document. This will include a reporting mechanism back to the City Council.

The strategy should also consider how Mayfield can:

- *Remove health inequalities and enable more healthy lifestyles;

- * Align with the the Play Strategy with Manchester Joint Health & Wellbeing Strategy;

Reason: Pursuant to Core Strategy Policies SP1, DM1, CC1, CC8, CC10, EN1, EN4, EN6, EN8 and EC1

39) Prior to commencement of Phase E a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the in line with the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

40) Phase E as detailed shall be carried out in accordance with the Mayfield Energy Strategy Dated 26 September 2019 and Baring Street Office 1.
Mayfield, Manchester, SUSTAINABILITY ENERGY STRATEGY REVISION D - 20.09.2019 by Hoare Lee

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

41) Prior to occupation of Phase E a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

- (a) the offices; and

- (b) each commercial unit;

to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location 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 equipment. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has 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.

The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

42) Before Phase E as detailed on condition 3 commences a scheme for acoustically insulating any

B1 (Office)

A3 (Café and Restaurant);

A4 (Drinking Establishment);

D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) - tailor to Office 1 and Office 2 uses

against noise from adjacent roads and any noise transfer from the A3 / A4 uses to the offices above, shall be submitted to and approved in writing by the City Council as local planning authority.

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

The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has 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 secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

43) The ground floor commercial units within Phase E as detailed in condition 3 shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In 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.

44) Before each ground floor use within Phase E as detailed in condition 3 hereby approved commences, details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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.

45) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the communal facilities shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

46) Prior to implementation of any proposed lighting scheme for Phase E as detailed in condition 3 details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

47) If any lighting within Phase E as detailed in condition 3 when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

48) Before Phase E as detailed in condition 3 commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8)) and DM1

49) Any Deliveries, servicing and collections associated with the management of the building and ancillary uses associated with Phase E as detailed in condition 3 including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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.

50) Prior to occupation of Phase E as detailed on condition 3 a servicing strategy for the building shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (July 2012).

51) The development of Phase E as detailed in condition 3 hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

52) The window(s) at ground level, of Phase E (as detailed in condition 3) fronting onto the Park 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.

53) Phase E as detailed on condition 3 shall be carried out in accordance with the Crime Impact Assessment Version A dated 04-09-19 (Office). The development shall only be carried out in accordance with these approved details. 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.

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

54) Phase E as detailed on condition 3 shall be carried out in accordance with Appendix 7.2 Framework Travel Plan within the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate.

In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
- vii) details of cycle parking within the public realm

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

55) Prior to the commencement of Phase E as detailed in condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwg numbered 0345-SEW-P0-00-DR-L-001710 P01 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Final details of the any required wind mitigation measures as set out in the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(b) Details of (a) all hard (to include use of natural stone or other high quality materials) landscaping;

(c) Details of all soft landscaping works, (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit;

(d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(g) Lighting around the site;

(h)Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by by Studio Egret West; and

(i) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs

(including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of motor cycle parking; provision of clear routes to ensure unrestricted access for all;

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is 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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, 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.

56) Prior to occupation of any of the commercial units within Phase E as detailed in condition 3 details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

57) The commercial units as shown on drawing 1811-BA-XX-00-DR-A-P-0100 REV C shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

58) No externally mounted telecommunications equipment shall be mounted on any part of the Phase E (as detailed in condition 3) building hereby approved, including the roofs 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

59) No amplified sound or any music shall be produced or played in any part of the site outside of the Phase E (as detailed in condition 3) building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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.

The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

60) The commercial units, within Phase E (as detailed on condition 3) as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV C can be occupied as Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) and B1 (Office). The first use of each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

61) In the event that any of the commercial units, as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV C are occupied as an A3/A4 , prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

These details are as follows:

Management of patrons and control of external areas. For the avoidance of doubt this shall include:

- *An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

- *Details of a Dispersal Procedure

- * Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential and hotel occupiers as, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy

62) Before the Phase E (as detailed in condition 3) building is first brought into use details of a Management Strategy for the building including details of on site management and security shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of public safety and pursuant to policies DM1 and SP1 of the Core Strategy

63) (a) Notwithstanding the details submitted with the application, prior to the commencement of Phase G, H and I of the development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

Samples and specifications of all materials to be used on all external elevations and drawings to illustrate details of full sized sample panels 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; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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.

64) Prior to Phases F as detailed on condition 3 commencing details of the proposed open River Medlock channel re-sectioning shall be submitted to, and approved in writing by, the local planning authority. The scheme submitted shall include:

- o A hydromorphological survey of the channel, both at the reach to be restored and upstream catchment, to inform the development of any detailed plans.
- o Long and cross sections showing compliance with the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) and be supported by river modelling as necessary.

- o Detailed proposals for any new channel toe protection and its installation.
- o The timing in which watercourse works will be undertaken
- o How access to the banks and channel will be achieved
- o Site supervision requirements
- o A pre and post construction monitoring plan for the River Medlock channel.
- o Upon approval, the submitted scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To ensure that there are no detrimental impacts to flood levels, flood storage or flood flow routes. To secure opportunities for enhancing the site's nature conservation and geomorphological value in line with national planning policy and adopted policy EN9 & EN12 of the Manchester Core Strategy (2012) and to work towards the objectives of the Water Framework Directive (2000/60/EC) by maximising opportunities to naturalise the watercourse through this heavily modified water body, and prevent any detrimental impacts to the hydromorphology quality element.

65) Prior to commencement of Phase F as detailed in condition 3 a landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to, and approved in writing by, the local planning authority. The landscape and ecological management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:
 details of maintenance regimes
 details of new grassland and woodland habitats created in riparian park, including planting schedules.
 details of treatment of restored River Medlock channel and corridor.
 details of management responsibilities

Reason

To ensure the protection of wildlife and supporting habitat. Also, to secure opportunities for enhancing the site's nature conservation value in line with National planning policy paragraphs 170 and 175 and adopted policy EN9 & EN15 of the Manchester Core Strategy (2012).

66) Before the areas of public realm hereby approved within Phase F (as detailed in condition 3) are first brought into use a detailed Event Management Strategy and Community Engagement Strategy in relation to Event Management and Curation which includes detail of the following:

- (a) Details of the types of events that would be held within the Park;
- (b) Details of temporary traffic measures that would be required to be put in place;

- (c) Details of how events would be co-ordinated with those being held at other nearby venues including the Depot;
- (d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
- (e) Locations for vehicles including cranes to unload;
- (f) Details of alternative provision of parking spaces to ensure that access for disabled people to the space is not adversely affected.

shall be submitted and agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of highway safety and amenity 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

67) Before the areas of public realm hereby approved within Phase F (as detailed in condition 3) are first brought into use a detailed Community Engagement Strategy which includes detail of the following:

- (a) Details of how community engagement into the programme of events would be secured;
- (b) Details of how community engagement in the management of the Park would be encouraged
- (c) Details of how there would engagement with Local Educational Establishments in relation to securing educational and research opportunities within the Park

shall be submitted and agreed in writing by the City Council as Local Planning Authority.

Reason - Pursuant to policies SP1 and DM1 of the Core Strategy

68) Before the areas of public realm hereby approved within Phase F are first brought into use a detailed Park Management Strategy and its Alignment with Manchester Parks Strategy and which includes detail of how the following objectives would be achieved for the Park: A Welcoming Place, A Healthy, Safe and Secure Place, Well Maintained and Clean, A Sustainable and Sustainable Managed Park, along with the approach to Conservation and Heritage to include the following:

- Alignment with Manchester Water Safety Report
- How it would be managed to promote Inclusivity;
- How the Environment Agency would be involved in relation to landscape management and access for inspection and maintenance of park and riverside areas; covered by EA conditions, repetition
- Location and operation of bollards;
- Management of access to the public during 24 hour period;
- Details of location of publically accessible toilets;
- Management of Dogs;
- Alignment with the City Council's Age Friendly Policies;
- Alignment with DFA2;

Management of Anti-social behaviour

Shall be submitted to an approved in writing by the City Council as Local Planning Authority.

Reason

Pursuant to Core Strategy Policies SP1 and DM1 of the Core Strategy

69) Prior to commencement of Phase F as detailed on condition 3 a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

70) Prior to commencement of Phase F as detailed in condition 3 a bird nesting strategy for the entire site shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall include:

- (a) Target species to include but not restricted to kingfisher, dipper, grey wagtail, sand martin, black redstart and birds typical of urban environments;
- (b) A range of nest box designs and locations; and
- (c) A five year monitoring plan to be supplied to the LPA.

The agreed Strategy and Monitoring Plan shall be adhered to and implemented in full.

Reason - To ensure a satisfactory development delivered in accordance with the above plans pursuant to Section 170 of the NPPF 2019 and policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy.

71) Prior to any Phase F as detailed on condition 3 commencing a lighting design strategy for external lighting shall be submitted to and approved in writing by the LPA. The strategy shall:

- (a) show how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on the River Medlock for bats is negligible; and
- (b) Specify frequency and duration of use.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

72) Prior to the commencement of Phase F as detailed on condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, 0345-SEW-ZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 Rev P00, 0345-SEW-ZZ-00-DR-L-007402, 0345-SEW-ZZ-00-DR-L-007111 and 0345-SEW-ZZ-00-DR-L-007110 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Details of all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);

(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit. The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;

(e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;

(g) Lighting around the site;

(h) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and

(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by by Studio Egret West.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.
repetition

The approved scheme shall be implemented not later than 12 months from the date the proposed building is 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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, 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. C&E

73) Prior to implementation of any proposed lighting scheme details within Phase F (as detailed in condition 3) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority. fine

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

74) Phase F as detailed in condition 3- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

75) No development of Phase G as detailed in condition 3 shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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.

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

Samples and specifications of all materials to be used on all external elevations and drawings to illustrate details of full sized sample panels 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; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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.

77) Prior to commencement of Phase H as detailed on condition 3 a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in

writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

78) Prior to any Phase H as detailed on condition 3 commencing a lighting design strategy for external lighting shall be submitted to and approved in writing by the LPA. The strategy shall:

(a) show how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on the River Medlock for bats is negligible; and

(b) Specify frequency and duration of use.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

79) Prior to the commencement of Phase H as detailed on condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, 0345-SEW-ZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 Rev P00 and 0345-SEW-ZZ-00-DR-L-007113 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Details of all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);

(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit. The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;

(e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;

(g) Lighting around the site;

(h) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and

(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by by Studio Egret West.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.
repetition

The approved scheme shall be implemented not later than 12 months from the date the proposed building is 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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, 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.

80) Prior to implementation of any proposed lighting scheme details within Phase H (as detailed in condition 3) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

81) Phase H as detailed in condition 3- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

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

Samples and specifications of all materials to be used on all external elevations and drawings to illustrate details of full sized sample panels 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; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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.

83) Prior to commencement of Phase I as detailed on condition 3 a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

84) Prior to the commencement of Phase I as detailed on condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, 0345-SEW-ZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 and 0345-SEW-ZZ-00-DR-L-007112 Rev P00 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Details of all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);

(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit. The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;

(e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;

(g) Lighting around the site;

(h) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and

(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.
repetition

The approved scheme shall be implemented not later than 12 months from the date the proposed building is 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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping

scheme for the development is carried out that respects the character and visual amenities of the area, 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. C&E

85) Prior to implementation of any proposed lighting scheme details within Phase I (as detailed in condition 3) of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority. fine

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

86) Phase I as detailed in condition 3- If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

87) Prior to commencement of any earthworks within the Wildscape Walk area a method statement detailing measures to safeguards the bat roost within the Hoyle Street culvert from lighting, noise and vibration during construction should be submitted and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full.

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1.

125248/FO/2019

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Reason for recommendation

Conditions to be attached to the 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:

(a) Dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001010 Rev P02 (Mayfield Phase 1, Application 2: (Baring Street Office 2) Phase 1 Context Plan), 0343-SEW-ZZ-ZZ-DR-Z-0001023 Rev P02 (Mayfield Phase 1, Application 2: Baring Street Office No.2 Existing Site Plan) A283-MCO-XX-ZZ-DR-A-01002 Rev P01 (Proposed Site Plan) and 0343-SEW-ZZ-ZZ-DR-Z-0001201 Rev P00 (Mayfield Phase 1, Application 2: Site Plan and Location Plan);

(b) Dwgs 0368-SEW-ZZ-00-DR-L-001100 Rev P01 (Baring Street Office 2 Landscape General Arrangement), A283-MCO-XX-00-DR-A-01101 Rev P01 (Ground Floor Plan), A283-MCO-XX-M1-DR-A-01102 Rev P01 (Mezzanine Plan), A283-MCO-XX-01-DR-A-01103 Rev P01 (First (Second to Fourth Similar) Floor Plan), A283-MCO-XX-05-DR-A-01107 Rev P01 (Fifth (Sixth Similar) Floor Plan), A283-MCO-XX-08-DR-A-01110 Rev P01 (Eighth (Ninth Similar) Floor Plan), A283-MCO-XX-10-DR-A-01112 Rev P01 (Tenth Floor Plan), A283-MCO-XX-11-DR-A-01113 Rev P01 (Eleventh Floor Plan), A283-MCO-XX-12-DR-A-01114 Rev P01 (Plant Level) and A283-MCO-XX-R0-DR-A-01115 Rev P01 (Roof Plan);

(c) Dwgs A283-MCO-XX-ZZ-DR-A-01201 Rev P01 (North Elevation), A283-MCO-XX-ZZ-DR-A-01202 Rev P01 (East Elevation), A283-MCO-XX-ZZ-DR-A-01203 Rev P01 (South Elevation), A283-MCO-XX-ZZ-DR-A-01204 Rev P01 (West Elevation);

(d) Recommendations within the Crime Impact Assessment Version A dated 25-09-19;

(e) Mayfield Cycling Strategy Dated 27 September 2019 by Buro Happold

(f) GTech Surveys Limited, Television and Radio Reception Impact Assessment Baring Street Office 2 dated 17 10 19;

(g) Sections 4.71 to 4.74 Servicing and Waste Management (Park) contained within Deloitte Real Estates Mayfield Manchester: Phase 1 Planning Statement September 2019

(h) Noise Targets (Offices) within Appendix 6.3 (WSP) Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(i) Mitigation Measures in relation to Air Quality as set out in Sections 8.112 to 8.116 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate

(j) Mitigation Measures in relation to Wind as set out in Sections 12.115 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate

(k) Recommendations including mitigation measures within Section 5, as set out within the Buro Happold Flood Risk Assessment dated

(l) Additional Mitigation Measures detailed within table 17.1 of of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate

(m) u and i Lettings Strategy 14-01-20;

(n) Mayfield Community Engagement Vision September 2019;

(o) Mayfield Phase 1 Foul and Surface Drainage Strategy by Buro Happold Revision P03 19 December 2019;

(p) Waste Management Strategy Office 2 Mayfield Manchester October 2019;

(q) Mayfield Baring Street No.2 Design Note Drainage Strategy Supplementary Note by Roc: and

(r) Deloitte Real Estate e-mail Wed, 27 Nov 2019 in relation to the bridge link phasing (Phase G)

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC20 and DC26.1.

3) (a) 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:

Samples and specifications of all materials to be used on all external elevations and drawings to illustrate details of full sized sample panels 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; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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.

4) (a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

(b) In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

d) 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 before the development is occupied, 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 (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised 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 Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

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

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;

- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

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, EN19 and DM1 of the Manchester Core Strategy (July 2012).

6) No development-related groundworks shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching
 - targeted open area excavation
2. A programme for post investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

GMAAS will monitor the conditioned fieldwork and the production of the final report on behalf of Manchester City Council.

7) Prior to each phase of development approved by this planning permission, no development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- (a) 1. Additional site investigation scheme, based on the information already submitted, to provide 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 shall be submitted.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

(b) Prior to each phase of development being brought into use, 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

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

8) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

9) No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason

For the future protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy.

10) Notwithstanding the details as set out within condition 2 no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March

2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

- *Maximise use of green SuDS in design including the public realm;

- *Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

- *Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation needs to be provided;

- *Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- *Construction details of flow control and SuDS attenuation elements.

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.

The development shall be constructed in accordance with the approved details within an agreed timescale.

11) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- (a) Verification report providing photographic evidence of construction as per design drawings;

- (b) As built construction drawings if different from design construction drawings;

- (c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance

mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

12) Prior to first occupation of the development a Sustainability Strategy for Mayfield shall be submitted and agreed in writing by Manchester City Council. This will detail how Mayfield will maximise the social, environmental and economic benefits for the City of Manchester, with reference to the Phase 1 Sustainability Statement (Application 2) 23 October 2019 as a reference document. This will include a reporting mechanism back to the City Council.

The strategy should also consider how Mayfield can:

- *Remove health inequalities and enable more healthy lifestyles;

- * Align with the Play Strategy with Manchester Joint Health & Wellbeing Strategy;

Reason: Pursuant to Core Strategy Policies SP1, DM1, CC1, CC8, CC10, EN1, EN4, EN6, EN8 and EC1

13) Prior to commencement of development a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the in line with the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

14) Prior to commencement of development a Local Economic and Social Benefit Strategy for Mayfield (Construction Phase) shall be submitted and agreed in writing by Manchester City Council. This will include a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

15) The development hereby approved shall be carried out in accordance with the Mayfield ENERGY STATEMENT and Environmental Standards Statement, Baring Street Office 2 by WSP dated Oct 19

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

16) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

- (a) the offices; and
- (b) each commercial unit;

to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location 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 equipment. The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has 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.

The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

17) Before the development commences a scheme for acoustically insulating any

B1 (Office)
A3 (Café and Restaurant);
A4 (Drinking Establishment);
D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) - tailor to Office 1 and Office 2 uses

against noise from adjacent roads and any noise transfer from the A3 / A4 uses to the offices above, shall be submitted to and approved in writing by the City Council as local planning authority.

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

The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above noise criteria has 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 secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

18) The ground floor commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In 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.

19) Before each ground floor uses hereby approved commences, details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall not be operated outside the hours approved in discharge of this condition.

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.

20) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the communal facilities shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

21) Prior to implementation of any proposed lighting scheme details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

22) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

23) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8)) and DM1

24) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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.

25) Prior to occupation of the development a servicing strategy for the building shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (July 2012).

26) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

27) The window(s) at ground level, fronting onto the Park 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.

28) The development shall be carried out in accordance with the Crime Impact Assessment Version A dated 25-09-19;. The development shall only be carried out in accordance with these approved details. 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.

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

29) The development hereby approved shall be carried out in accordance with Appendix 7.2 Framework Travel Plan within the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate.

In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;

- vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
- vii) details of cycle parking within the public realm

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

30) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwg numbered 0368-SEW-ZZ-00-DR-L-001100 Rev P01 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Final details of the any required wind mitigation measures as set out in the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(b) Details of (a) all hard (to include use of natural stone or other high quality materials) landscaping;

(c) Details of all soft landscaping works, (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit;

(d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(g) Lighting around the site;

(h) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and

(i) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all;

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is 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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, 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.

31) Prior to occupation of any of the commercial units details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

32) The commercial units as shown on drawing A283-MCO-XX-00-DR-A-01101 REV P01 shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary

Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

33) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs 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

34) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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.

The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

35) The commercial units, as indicated on drawing A283-MCO-XX-00-DR-A-01101 REV P01 can be occupied as Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment), /D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis). The first use of each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

36) In the event that any of the commercial units, as indicated on drawing A283-MCO-XX-00-DR-A-01101 REV P01 are occupied as an A3/A4 , prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

These details are as follows:

Management of patrons and control of external areas. For the avoidance of doubt this shall include:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential and hotel occupiers as, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy

37) Before the building is first brought into use details of a Management Strategy for the building including details of on site management and security shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of public safety and pursuant to policies DM1 and SP1 of the Core Strategy

38) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present, no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation

programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 125248/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Renegeration
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Planning Casework Unit
Wildlife Trust
Greater Manchester Archaeological Advisory Service**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : a.leckie@manchester.gov.uk

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124972/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**English Partnerships
Capital & Centric
Natural England
Work & Skills Team
Planning Casework Unit
Network Rail
City Centre Renegeration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Parks & Events
Strategic Development Team
Oliver West (Sustainable Travel)
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Capital & Centric
Greater Manchester Ecology Unit
Wildlife Trust
Greater Manchester Pedestrians Society
English Partnerships
Environment Agency
Greater Manchester Police
Natural England
Transport For Greater Manchester
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Parks & Events
Oliver West (Sustainable Travel)
Strategic Development Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC**

**Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
Network Rail
Planning Casework Unit**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer :	Angela Leckie
Telephone number :	0161 234 4651
Email :	a.leckie@manchester.gov.uk

