

Remediation Strategy

Portugal Street East, Manchester

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Version History

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The report is written in the context of the development proposals submitted to Apex by the Client as part of the appointment. Any changes to the development proposals may necessitate significant revisions to this report.

The report (including appendices) should be read in its entirety. Apex cannot be held responsible for any sections of this report being taken out of context. This includes information submitted separately via download link (i.e. full copies of environmental search data from Envirocheck) which are not included as part of the main PDF due to their file size.

Intrusive investigation only allows observation and assessment of ground across a small portion of the total site area. Therefore, it is possible that significant features may not have been encountered during the investigation, despite appropriate design and planning. Apex cannot accept for conditions not revealed by the exploratory holes. Any interpretation of strata between or below exploratory holes is for guidance only and Apex hold no responsibility as to its accuracy.

It should be noted that groundwater levels are susceptible to seasonal and other variations; this should be borne in mind when considering observations/measurements associated with groundwater contained in this Report.

Apex reserve the right to amend this Report in the light of further information that may become available.

Revision	Date	Notes	Prepared by	Checked by	Approved by
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Contents

Version History	2
1. INTRODUCTION.....	5
1.1 Background & context	5
1.2 Previous reports	5
1.3 Development proposals	5
1.4 Planning	5
2. SITE BACKGROUND & CONTEXT	6
2.1 Site location & description	6
2.2 Site history	7
2.3 Environmental setting	8
2.4 UXO	8
3. GROUND INVESTIGATION & CONCEPTUAL SITE MODEL	9
3.1 Ground investigation findings	9
3.2 Conclusions	12
3.3 Summary of Conceptual Site Model	13
4. REMEDIATION REQUIREMENTS	14
4.1 Pre-Start	14
4.2 Overview	14
4.3 Definitions	14
4.4 Contractor requirements	14
4.5 Monitoring for unforeseen conditions	15
4.6 Additional Site Investigation	15
4.7 Decommissioning existing monitoring wells	15
4.8 Demolition	16
4.9 Hardstand and crushing	16
4.10 Turnover & regrading	16
4.11 Water and silt management	17
4.12 Asbestos	17
4.13 Grossly contaminated soils	18
4.14 Excavation of Scrap Metal Deposits	18
4.15 Excavation of made ground for basement structures	19
4.16 Placement of piling mat	19
4.17 Access roads	19

4.18	Water supply pipes	20
4.19	Remedial target values.....	20
4.20	Provision of cover to soft landscaping	21
4.21	Off-site disposal	22
4.22	Management of materials	24
5.	VERIFICATION	25
5.1	General	25
5.2	Supervision	25
5.3	Soil cover validation	25

1. INTRODUCTION

1.1 Background & context

This remediation strategy has been prepared for Portugal Street East Limited. The agreed scope of works is shown in correspondence in Appendix B.

1.2 Previous reports

Apex have already issued the following report in relation to this site:
Supplementary Ground Appraisal Report – Portugal Street East, Manchester (ref. 1007-ACE-GEO-GAR-001 dated April 2022).

Apex's Ground Appraisal Report was supplementary to work undertaken previously by RoC between 2017 and 2018. A review of RoC's data is included as Section 5 in the Supplementary Ground Appraisal Report.

Contractors involved in the remediation works should familiarise themselves with previous reports undertaken by RoC and Apex.

1.3 Development proposals

It is understood that proposals include development of two residential tower blocks of 30 storeys (west) and 24 storeys (east). A basement car park will span beneath both blocks, the base of which will be c. 4m below current ground levels. Externally, areas of green space, pedestrian routes and cobbled streets are proposed. Sections of Betley Street, Churchgate Buildings, Heyrod Street and Portugal Street East are to be stopped up and incorporated into the development.

The proposed layout, is presented as Drawing 002 in Appendix B.

1.4 Planning

The proposed development has planning consent (application no. 121099/FO/2018). With reference to ground, the application includes the following conditions:

- 9) (a) which refers to the need for a Preliminary Risk Assessment (desk study)
- 9) (b) which states that, in the event of potential contamination being identified in the Preliminary Risk Assessment, an intrusive Site Investigation Report is required along with a Remediation Strategy.
- 9) (c) which requires the development to commence in line with the Remediation Strategy, evidenced by a Completion/Verification Report for the specified remediation.
- 9) (d) which refers to the required procedure in the event of any previously unidentified contamination is encountered during construction.

This report, along with previous reports, is intended to satisfy the requirements of Condition 9b.

A copy of the planning Conditions is included in Appendix C.

2. SITE BACKGROUND & CONTEXT

2.1 Site location & description

A location plan is included as Drawing 001 in Appendix A. The site is situated in the east of Manchester city centre, next to Piccadilly Railway Station.

The site comprises 5 main areas/buildings summarised in the table below:

AREA	LOCATION	APPROXIMATE SIZE	REMARKS
Rammon House	South-west	2,500m ²	3 storey brick-built derelict warehouse/commercial building with concrete floor. Boiler room and substation in north-eastern 'spur'.
Transport for Greater Manchester (TfGM) building	North-east	830m ² (total size) 300m ² sits within site boundary	2 storey storage warehouse of brick construction with concrete floor, used by TfGM. South-west of which encroaches into site. Small car park (c. 220m ²) to the south-west.
Main Scrapyard	Eastern corner	900m ²	Signposted 'PA Metals'. Includes dilapidated brick & sheet metal structure in far east, brick outhouses/storage units, former weighbridge, areas of broken surface hardstand. Area of rough grassland (c. 350m ²) in the west.
Small scrapyard	East	100m ²	Surfaced with hardcore, used as scrapyard for car parts. Located on the corner of Betley & Heyrod Street.
Printer's premises	South-east	250m ²	Rectangular single-storey industrial unit of brick construction with concrete floor.
Van hire depot	South	500m ²	Site boundary intersects the outdoor car park of the van hire depot, surfaced in granular hardcore.

Photographs of the site and a more detailed sit description are included in the Ground Appraisal Report.

Site details are summarised in the table below:

CATEGORY	DETAILS
Location	East Manchester City Centre, c. 350m from Piccadilly Station.
NGR	SJ 851 979
Nearest postcode	M1 2WL
Area and shape	Total area c. 9,000m ² , irregular in shape.
Current use	At the time of the walkover, the printing premises and TfGM depot were still in use. It is understood that all buildings are now vacant.
Surrounding land	North – Tram lines with apartments and Leeds Liverpool Canal beyond. East – Offices and industrial units off Adair Street South – Offices off Travis Street with railway beyond West – Open air car park and Royal Mail vehicle depot
Known constraints	Ongoing use of the van hire depot, printing shop and TfGM buildings.

2.2 Site history

In summary, the site was occupied by terraced housing from prior to 1851 (with a ‘club’ building and Sunday school in the east, later labelled ‘public buildings’).

The terraced housing was demolished by the late 1940s, at which point a coppersmiths is shown in the south-east (current location of the printers’ premises), which is later labelled ‘works’.

The current ‘Rammon House’ is first shown in the late 1950s/1960s, albeit named as ‘Greenway House’ and is marked as a warehouse. A building is also shown in the south-east at this point, in the same location as the current ‘PA Metals’ scrapyard, along ‘Deer Street/Dearden Street’.

By the 1980s the TfGM building is shown as per the current layout, labelled as ‘warehouse’.

Rammon House (former Greenway House) underwent a slight change in layout at some point between 2000 and 2006 where part of the north of the warehouse was demolished to make way for the tram lines to the north of Rammon House, creating the north-eastern ‘spur’ which is seen today. It is likely that this is when the new boiler house was installed.

At some stage between 2006 and 2018, the former ‘Deer Street/Dearden Street’ becomes closed and instead forms the access road into the main scrapyard area. It is likely that this coincided with the use of the south of the site as the van hire depot car park.

In the surrounding area, numerous industrial land uses are shown throughout history including various ‘works’ buildings, factories and warehouses. The most significant of which are:

- Clothing works & stationary works immediately north, including a chimney, present from early 1900s to 2000s
- 'Works' buildings immediately south, including a 'scrapyard' (location of van hire depot) from 1940s to 200s
- Sheet metal works (later labelled 'works') immediately east from 1940s to 2000s

2.3 Environmental setting

The site is mapped by BGS as being underlain by Till, Devensian (glacial clay), with Chester Pebble Beds Formation (sandstone bedrock) below.

The Till is classified as a Secondary Aquifer; the underlying Sandstone bedrock is classed as a Principal Aquifer. The site does not lie within a groundwater Source Protection Zone.

No landfills are present within 250m; the closest is 460m east.

Active contemporary trade directory entries within the vicinity include: garage services, knitwear manufacturers & wholesalers, air conditioning & refrigeration contractors, scrap metal merchants and office furniture & equipment. There is also one entry on site, relating to the printers on Heyrod Street.

The site lies in Flood Zone 1. BGS records the site as lying in an area where there is limited potential for groundwater flooding to occur.

2.4 UXO

Preliminary UXO Risk Assessment has been carried out by Brimstone Site Investigation. A full copy is contained within Appendix I of the Supplementary Ground Appraisal Report.

In summary, Brimstone conclude that on-site supervision of construction/SI works by UXO specialist is not required. However, a UXO Safety Awareness Briefing should be given to all relevant personnel involved in earthworks.

3. GROUND INVESTIGATION & CONCEPTUAL SITE MODEL

3.1 Ground investigation findings

Multiple phases of ground investigation have been carried out by RoC and Apex, as summarised below:

Date	Exploratory holes	Depths	Remarks
RoC			
2017	BH101 to 104m (cable percussion with rotary core follow on).	23.4m to 27.0m	Monitoring wells installed.
	WS101 to WS104 (window sample boreholes)	2.8m and 4.45m	
	FP01 (Hand dug foundation inspection pit)	1.2m	Excavated against south-west corner of Rammon House.
Apex			
2021	Windowless sample boreholes (WSs 01 to 05, 07 to 09, 11 & 12)	Between 0.75m and 2.80m	Primarily to enable investigation in areas of restricted access (internal) and to enable installation of monitoring wells. WSs 06 and 10 could not be drilled due to access constraints.
2021 & 2022	Trial pits (TPs 01 to 09)	Between 1.2m and 2.3m	Excavated using JCB in external areas and mini-digger within Rammon House.
2021	Sample points (SP 01 & 02)	0.1m	Additional shallow pits excavated within the scrap yard to enable further sampling of scrap metal deposits within the vicinity of TP05.
2021	BH01	30.0m	Additional cored borehole in the north-east to provide better coverage for pile design.

Made ground

Made ground strata have been categorised (where possible) into 9 main ground 'types' based on their appearance, location on site, and likely origins, as identified during logging and the desk study phase.

It should be noted however that made ground is often heterogeneous by nature and therefore made ground conditions may vary significantly between exploratory hole locations.

The following strata were encountered:

- **Concrete hardstand:** Encountered within internal areas (building floor slabs); 0.15m to 0.20m thick within Rammon House; 0.20m to 0.25m within the TfGM building; 0.05m within the printing shop on Heyrod Street. Reinforcement was only noted in WSs 07 and 08 in the TfGM building.
- **Macadam surfacing:** Encountered in the car park to the west of the TfGM building to c. 0.1m; consists of a red surface course (0.03m) and an underlying black base course (0.07m). Also encountered in external areas

around Rammon House to between 0.05m and 0.1m, described as 'asphalt' by RoC.

- **Hardcore surfacing:** Encountered in the van hire depot car park and in the south-west of the scrap yard to 0.2m depth. Typically sandy gravel of limestone, macadam fragments and brick. Occasional fragments of timber, metal and glass.
- **Cobble road:** Encountered buried beneath floor slab of the printing shop and beneath the hardcore in the van hire car park. Represents relict cobble streets from previous use as terraced housing. Present to between c. 0.3m and 0.4m.
- **Sub-base:** Varied between locations:
 - Rammon House (beneath floor slab): Gravelly sand with pockets of clay, gravel is predominantly sandstone. Locally with gravel/cobble of brick, cement and garden tiles. Present to between 0.75m and 0.9m.
 - Rammon House (externally): Encountered by RoC in boreholes located around the perimeter of Rammon House to between 0.1m and 0.3m; no description given by RoC.
 - TfGM car park (beneath macadam): sandy gravel of limestone. Present to between 0.35m and 0.6m.
 - TfGM building (beneath floor slab): Very clayey gravel including brick, cement and mortar to between 0.6m and 0.7m.
 - Printing shop: Gravel of brick, cement, flint and clinker. Cobble of brick also noted here. Present to 0.45m.
- **Scrap metal deposits:** Encountered in the former scrapyard to 0.15m comprising sandy gravel of rusted metal fragments including tools, fixings, washers, sheet metal, poles, nails, keys and sparkplugs. Occasional gravel of mudstone.
- **Granular made ground:** Encountered in the TfGM car park, beneath the Sub-Base in Rammon House and scrapyard (WS01, FP01, TP02 and TPs 05 to 09) to between 0.25m and >1.8m comprising black (locally clayey) gravel including brick, concrete, sandstone, slate, mortar, mudstone, coal and clinker with some limestone, brick, pottery, metal fragments, glass and plastic. Often with high cobble of concrete and brick.
- **Cohesive made ground:** Soft black organic-rich gravelly clay. Gravel includes brick, pottery, sandstone, clayware with rare glass, mudstone and coal. Occasional cobble of brick. Encountered sporadically across the whole site to depths of between 0.7m and 1.9m (average 1.1m).

- **Re-worked natural:** Comprises friable sandy clay with gravel of brick, sandstone, clinker and coal. Encountered in TPs 03 & 04 only, within the grassland adjacent to the scrapyards to 0.8m depth.

Natural ground

The following strata were encountered:

- **Cohesive glacial deposits:** Encountered in all locations except the window samples in Rammon House (WSs 01 to 05). Typically comprises firm to stiff silty clay, often fissured and occasionally with mudstone gravel. Becoming very stiff/hard with depth.
- **Granular glacial deposits:** Encountered by RoC in BHs 102 to 104 at depths of between 4.7m and 8.7m. Typically clayey, sandy gravel or gravelly sand. Gravel is of mixed lithologies.
- **Sandstone bedrock (Chester Pebble Beds*):** Encountered by RoC in BHs 101 to 104 and by Apex in BH01. Depth to rockhead was reasonably consistent in BHs 01 and 102 to 104 (between 8.2m and 8.7m), but slightly deeper in BH101 (10.8m). The bedrock was highly weathered and was often recovered as weakly cemented sand. Typically described by RoC as extremely weak, very narrowly to thinly bedded fine grained sandstone.

* RoC refer to the Chester Pebble Beds by its alternate name, Sherwood Sandstone, in their report.

Obstructions

In addition to the concrete hardstand (floor slabs) and macadam surfacing (TfGM car park), below-ground obstructions were encountered in a number of exploratory holes, as summarised in the table below:

EXPLORATORY HOLE	OBSTRUCTION DETAILS
TP05	Broken (weathered) former concrete hardstand; now present as boulders of concrete from 0m to 0.05m
TP06	Lean-mix concrete slab from 0.9m to 1.0m.
TP07	Sandstone slab at 0.9m to 1.0m.
WS09	Two courses of brick and mortar from 0.05m to 0.2m. Road cobbles from 0.2m to 0.27m (former cobble streets).
WS11	Two courses of brick and mortar from 0.05m to 0.2m. Road cobbles from 0.2m to 0.3m (former cobble streets).
FP01 (RoC)	RoC excavated a hand-dug trial pit adjacent to the south corner of Rammon House which showed a concrete footing from 0.55m depth, protruding 0.24m outwards and extending to >1.2m.

In addition to the above, significant obstructions associated with the current buildings (foundations, service runs etc) should be anticipated following demolition.

It is understood that as part of the development, sections of Heyrod Street, Portugal Street East and Betley Street will be stopped up. Where sections of

these streets require removal, a similar road formation sequence to the conditions encountered in WSs09 and 11 is anticipated (i.e. cobbles beneath the tarmac with sub-base below).

Groundwater

Monitoring of groundwater levels was undertaken by RoC using data loggers, which monitored groundwater in BHs 101, 102 & 104 between 19th April and 21st May 2018. RoC also undertook falling head tests in 2018.

RoC conclude that the water table lies at between 40.50 and 38.9mAOD.

Monitoring wells installed by RoC have response zones sealed within Glacial Deposits. Those in BHs 102 and 103 intercepted a granular layer within the clay. The results above suggest the presence of perched groundwater within the Granular bed in BH102 (5.1m to 5.6m), which is under sub-artesian pressure.

No groundwater strikes were noted by RoC when drilling through the Sandstone bedrock.

A groundwater strike was noted in TP07 at 1.7m due to encountering a redundant drainage pipe.

3.2 Conclusions

Contamination

Contamination has been detected within various made ground strata which may pose a risk to future end-users within areas of POS.

The most common contaminants are metals, PAHs and asbestos. Whilst contamination was encountered across the site, it was most notable in the south-east (Main Scrap Yard Area; see Drawing 003).

Investigation within the printing shop and occupied external areas (Van Hire Depot and outskirts of Rammon House) has been limited to minimally intrusive techniques (window sampling). In addition, no boreholes or trial pits have been advanced in areas still in use as public highways which are due to be stopped up as part of development proposals.

Hazardous gas

No special gas protection measures are required. No radon protection measures are required.

Foundations

Given the loadings of the proposed structure, a piled foundation solution will be required. At this stage, anticipated pile depths are c. 10-15m, socketing into the Chester Sandstone bedrock.

Earthworks

Final site levels should be determined by the Client and the Earthworks Contractor/Designer. Where possible, the proposed earthworks should be designed to enable a 'materials balance' and should accommodate the proposed soil cover system (see Section 4.20).

The proposed development includes provision of a basement car park, the level to the top of the slab is 42.825mAOD, c. 2.7m to 3.1m below current ground levels. Consequently, it is anticipated that the majority of the made ground (if not the full thickness) will be removed from beneath the proposed buildings to accommodate the basement.

3.3 Summary of Conceptual Site Model

A revised Conceptual Site Model was generated following completion of Apex's ground investigation; a copy is included in Appendix A as Drawing 007.

The objective of remediation is to protect human health and the environment by either: removal of the contamination source; or breakage of contamination pathways.

In summary, the following risks require remediation:

Source	Site area	Contaminant	Receptor	Remediation options
Scrap Metal Deposits	Main Scrap Yard, south-east	Inorganics, asbestos, PAHs	Human Health	Careful segregation and removal from site. Not recommended for on-site retention due to very high lead concentrations.
Made Ground Topsoil	Rough grassland in Main Scrap Yard	Lead & PAHs		Isolation beneath 600mm clean cover, but placed at no greater than 1m. Not suitable for placement beneath hardstanding. Alternatively, export from site. Use of adequately protected water supply pipes where in contact with contaminated material*.
Granular Made Ground	Site wide	PAHs, including naphthalene		Isolation beneath 600mm clean cover in landscaped areas; not suitable for retention beneath floor slabs. Alternatively, export from site.
Sub-base	Rammon House	Asbestos		Use of adequately protected water supply pipes where in contact with made ground*.

* Where new water mains are to be laid, UKWIR testing will be required in order to confirm pipe construction materials, as detailed in UKWIR report 10/WM/03/21¹.

Risks to controlled waters were assessed in the Supplementary Ground Appraisal Report (Section 14).

¹ Guidance for the selection of water supply pipes to be used in brownfield sites – UK Water Industry Research (2011)

4. REMEDIATION REQUIREMENTS

4.1 Pre-Start

The following work should be completed before remediation activities commence:

- Asbestos removal works have been completed for all buildings and validated by issue of a Certificate of Reoccupation

4.2 Overview

On this site, the main remediation objectives are:

- Monitoring for unforeseen conditions
- Decommissioning existing monitoring wells
- Excavation of Scrap Metal Deposits and segregation
- Removal of made ground from beneath the proposed buildings footprints (as part of the excavations for basement car parks)
- Isolation of Granular Made Ground and Sub-base beneath external areas of hardstanding or below clean soil cover in landscaped areas, or removal off site
- Isolation of Made Ground Topsoil beneath clean soil cover in landscaped areas, or removal off site
- Preparation of the ground for proposed external areas of hardstanding (walkways & vehicle routes)
- Provision of barrier pipe for water supply water supply pipes where in contact with made ground (if required following UKWIR testing)

4.3 Definitions

During the following sections, the follow definitions apply:

- Contractor: party responsible for implementation of this Remediation Strategy
- Engineer: suitably qualified Geo-environmental Engineer acting on behalf of Portugal Street East Limited to ensure the requirements of this strategy are met

4.4 Contractor requirements

Prior to start of site works, the Contractor shall provide a Remediation Method Statement detailing how the objectives of this Strategy will be achieved, along with all appropriate health & safety documentation, including (but not limited to):

- Method statements and risk assessments for all planned activities
- UXO mitigation measures
- Plans to manage asbestos in soils and asbestos discovery
- Measures to mitigate risks to the public and the environment (including details on working hours and control measures for fuel spillages, noise, odour, dust and silt)

- Measures to mitigate risks to underground services
- Details of segregation along established site boundaries
- Details of any necessary tree and ecological protection measures

Given the proposals to re-use made ground materials on site, the Contractor should prepare a Materials Management Plan (MMP) which should detail:

- Quantities and types of materials, how they will be used and against what criteria they will be assessed to ensure suitability for use
- Storage arrangements for material types and tracking measures
- Parties involved
- Verification plan which relates back to remediation requirements

The MMP will require review and Declaration by a Qualified Person.

4.5 Monitoring for unforeseen conditions

In the event that unforeseen contamination or unusual/unanticipated ground conditions are encountered the Engineer shall be informed in writing immediately. An investigation and risk assessment of the unforeseen condition may then be necessary to revise the strategy and obtain the approval of the Local Authority.

4.6 Additional Site Investigation

Given access constraints, it is recommended that additional investigation (trial pitting or supervised earthworks) be carried out in the following areas post-demolition:

- Beneath existing roads due to be stopped up
- Within the vicinity of the electricity substation and boiler room in Rammon House

Instead of post-demolition investigations, supervision by the Engineer could be in place during turnover of the made ground in these areas to check for the presence of any contamination via sampling, observations and use of a PID.

It may be necessary to update the remediation strategy especially if previously un-encountered contamination or ground conditions are found.

4.7 Decommissioning existing monitoring wells

Monitoring wells installed by RoC (BHs 101, 102 and 104) shall be located and decommissioned prior to remediation works commencing. The methodology used to decommission the boreholes should be in accordance with EA document: 'Decommissioning Redundant Boreholes and Wells' and approved by the Engineer who should be present during the decommissioning works.

4.8 Demolition

The buildings on site require demolition. The demolition contractor shall produce a method statement detailing demolition procedures. Most notably, the contractor should review the Asbestos Survey and set out how asbestos risks are to be managed during the demolition phase.

Demolition and remediation activities shall not be commenced in areas affected by asbestos removal until the removal works has been validated by issue of a Certificate of Reoccupation following (where applicable) a 4-stage Clearance Process, both to be undertaken by a UKAS accredited specialist asbestos laboratory in accordance with the Control of Asbestos Regulations 2012.

A 'soft strip' of the buildings will be required during which ACMs require careful removal by a specialist contractor.

A completion report shall be produced by the demolition contractor. This should include details of the fate of ACMs.

Any significant obstructions encountered should be detailed within the completion report. This should include details of any resultant excavations to remove obstructions, and/or obstructions left in place (such as piles). The extent of any such features should be accurately recorded by survey.

4.9 Hardstand and crushing

Where possible, grubbed up concrete surface hardstand, floor slabs and demolition rubble should be crushed in order to produce aggregate for use as fill material on site. Such material could be used in a piling mat (see Section 4.16) or beneath areas of proposed hardstanding, subject to confirmatory testing (gradings, compactions and field trials) once stockpiled to check compliance with the Specification for Highways Works Series 600.

Materials subjected to crushing from different sources (i.e. grubbed up surface asphalt, concrete slabs and demolition) should be kept in separate stockpiles. Blending macadam hardstanding with crushed aggregate is not recommended until additional sampling of the macadam surfacing is undertaken. If re-used on site as part of build-up beneath access roads, additional sampling of the macadam surfacing (road plainings) should be undertaken and should include bitumen content analysis to check compliance with the Specification for Highways Works Series 600.

4.10 Turnover & regrading

A site-wide turnover of the full thickness of made ground is recommended in order to ensure removal of obstructions and identification of any areas of (as yet unidentified) grossly contaminated soils.

Turnover should be undertaken in a logical clear manner, ideally working in linear panels. Where exposed the level of the natural ground below should be accurately recorded by survey.

Where significant obstructions are removed (eg basements, relict foundations etc), the resultant excavations should be accurately surveyed prior to backfilling with appropriate compaction.

Earthworks should ensure that site levels are left 600mm below proposed landscaped areas to allow for placement of clean soil cover. Finished levels will need to account for proposed road build up beneath access roads, and proposed pile mat beneath building footprints.

4.11 Water and silt management

Perched water is likely to be encountered in shallow excavations, although significant inflows are not anticipated. Provisions should be made to ensure that run-off can be collected in sumps/grips. Pumping of excavations may be required, especially where works are undertaken in winter (wetter) months.

A Silt Management Plan shall be prepared by the Contractor detailing how surface run-off will be intercepted and prevented from impacting off-site receptors.

Any groundwater encountered with evidence of organic contamination (eg oily sheens, odours etc) should be collected and stored awaiting sampling and further advice from the Engineer.

Groundwater may be encountered in any excavations which encounter Granular Glacial Deposits (anticipated from c. 5m depth below current levels). This groundwater is under sub-artesian pressure, so where encountered, measures such as pumping and possible dewatering may be required.

4.12 Asbestos

The Contractor should implement an asbestos discovery and management plan. All works should be undertaken in accordance with CAR 2012, with a watching brief by suitably trained personnel during any excavation works.

If asbestos is encountered during excavations, works should stop in this area and the area cordoned off to prevent access. A suitably qualified consultant should be contacted, and additional testing and risk assessment works may be required to determine suitability for re-use or disposal of the surrounding excavated materials.

If fragments of suspected ACMs are encountered during remediation works, they should be hand-picked by trained staff with appropriate PPE, placed in double-sealed bags and put into designated sealed skip awaiting off-site disposal.

The Contractor will need to submit a method statement and risk assessment regarding mitigation of asbestos risks. As a minimum, this should ensure that soils are kept damp during site works and that all personnel have appropriate PPE.

Asbestos contamination is present within Sub-base beneath Rammon House and within Scrap Metal Deposits in the south-east. In addition, asbestos-containing material (ACM) has been identified during a survey within the buildings on site.

Given the history of the site and heterogeneity of the made ground, it is likely that asbestos-containing materials will be found within soils across the site, although testing to date suggests that asbestos contamination is relatively sparse.

4.13 Grossly contaminated soils

No areas of grossly contaminated soils (eg strong odours, staining, free product) have been identified to date.

During earthworks, should any areas of grossly contaminated soils be encountered, work should cease immediately, and further advice be sought from the Engineer.

Any excavations to remove contaminated materials from hotspots should have their extents accurately recorded by survey. In order to validate removal of contaminated material, samples shall be taken from the base and 4 side walls of the excavation. For larger excavations, sampling of the base and side walls shall continue every 10m until all grossly contaminated material has been 'chased out'.

Where grossly contaminated soils are excavated, they should be placed within a designated stockpile. The stockpile should be underlain by protective material (eg Visqueen), covered, and bunded to prevent leaching of contamination into soils below.

Contaminated materials from different site areas may be impacted by different sources and so should not be placed together; separate stockpiles are required for different areas of hydrocarbon-impacted soils.

At least 6 samples should be taken from each stockpile and be scheduled for chemical analysis by the Engineer. On receipt of results, the fate of the material shall be determined (i.e. either treatment or off-site disposal). Where treatment is proposed, appropriate permits/exemptions should be requested from the Environment Agency.

Any hydrocarbon-impacted material should be taken off-site should be removed as quickly as possible in order to minimise nuisance to surrounding land users.

4.14 Excavation of Scrap Metal Deposits

Scrap metal deposits are present in the east (PA Metals premises) and require careful excavation and removal.

This material is readily identifiable; excavation of this material should be done in a controlled manner under supervision of the Engineer. Excavated Scrap Metal Deposits shall be placed within a designated stockpile. The stockpile should be underlain by protective material (eg Visqueen), covered, and bunded to prevent leaching of contamination into soils below.

Validation of the removal of the Scrap Metal Deposits shall be confirmed via site records, photographs and testing of the material at the base of the excavation. The Scrap Metal Deposits shall be disposed off site.

4.15 Excavation of made ground for basement structures

Excavations are required to c. 4m depth to form basements; this will likely result in removal of made ground beneath the proposed building and thus removal of associated contamination.

Therefore, while volatile contaminants (naphthalene) have been detected in the Granular Made Ground beneath Rammon House, risks of migration into the proposed structure are mitigated via removal of the made ground.

In order to confirm the absence of any residual risks, once the basement excavations (or phases of excavation) are at finished level, the Engineer shall inspect the excavation and take samples of the ground at finished level to check for the presence of volatile contaminants.

4.16 Placement of piling mat

Crushed aggregate from demolition/grubbing up should be suitable for use in constructing a piling mat. Further advice should be sought from the piling contractor regarding plant loadings.

The piling mat should be designed in accordance with BRE guidance² by a competent person.

Prior to placement of the piling mat, a series of plate bearing tests should be undertaken on subgrade beneath the footprint of the proposed mat at a spacing of c. 25m. Results of the plate bearing tests should be used to inform pile mat thickness.

On completion of mat placement, additional plate bearing tests should be undertaken to check the mat's performance.

4.17 Access roads

It is understood that the estate roads are not adoptable. Made ground on site is heterogeneous is not considered suitable for use in estate road formation without prior screening.

² BR 470: Working platforms for tracked plant – BRE (2004)

Therefore, where made ground is present at formation level along the lines of proposed estate roads and car parks, its full thickness should be excavated and either:

- Screened to remove unsuitable materials (compressible materials, oversize) then replaced in engineered layers; or,
- Replaced with suitable aggregate (eg crushed product sourced on site)

The aggregate/screened made ground should be placed in accordance with SHW 600 and such that a CBR of 3% or greater is achieved at formation level. Additional testing of such materials (gradings and possibly compaction tests) will be required prior to placement.

Where natural ground is present at formation level, in-situ testing (plate load tests) should be carried out along the line of proposed estate roads and car parking areas at formation level; these areas should also be subject to inspection by the Engineer. Where soft-spots are present and/or CBR values of <3% are detected, excavation of unsuitable material should be undertaken, followed by placement of suitable aggregate (sourced from on-site) such that a CBR value of at least 3% is achieved at formation level.

4.18 Water supply pipes

Where water mains are to be laid, barrier piping (for example, protectaline) should be assumed unless:

- Supply pipes are laid entirely in natural ground; or,
- Where in made ground, comprehensive testing in line with UKWIR guidance is carried out and shows use of standard polyethylene piping to be suitable

The above should be agreed with the service provider (United Utilities).

4.19 Remedial target values

As noted on page 13, excavation of the proposed basement will most likely result in removal of all made ground beneath the proposed structure.

Externally the proposed areas of soft and hard landscaping (see Drawing 002) represent a scenario more akin to the POS_{resi} land-use scenario, as defined in SP10103, and therefore the remedial target values assume this. These targets are given in the tables in Appendix B.

However, when inspecting and sampling the base of the excavation for the basement car park (see Section 4.15), validation criteria used should assumed a residential end-use without home grown produce (RwoHP); thus accounting for the potential risk of volatilisation.

Similarly, should any areas of grossly contaminated soils be located during earthworks and be subjected to treatment in order to re-use on site beneath

³ Development of Category 4 Screening Levels for Assessment of Land Affected by Contamination – CL:AIRE (24th September 2014)

buildings, it is recommended that remedial targets should assume a residential end-use without home grown produce. This is to avoid risks of indoor inhalation pathways being present post-remediation.

Remedial target values for several proposed end uses are summarised below.

Proposed End Use	Remedial Target	Additional Requirements
Topsoil in Managed Landscaped Areas	N/A – no topsoil is available on site for treatment/re-use.	
Subsoil in managed landscaped areas.	POSresi values; see table in Appendix B	N/A
Material reused as fill beneath buildings.	RwoHP values; see table in Appendix B	Geotechnical suitability.
Validation of basement excavation	RwoHP values; see table in Appendix B	N/A

4.20 Provision of cover to soft landscaping

The proposed development comprises external areas of soft landscaping. Where made ground is present beneath these areas, it shall be covered by at least 600mm of clean soil cover (including at least 150mm topsoil).

Clean site-won natural ground (i.e. excavated during earthworks, when laying drainage etc) could be used as the clean soil cover, subject to this being covered in the MMP.

Where no made ground remains beneath landscaped areas, there is no need for placement of clean soil cover. However, placement of clean topsoil will be required; a minimum thickness of 300mm is recommended as a growing medium, as advocated by NHBC guidance⁴.

Any imported soils used as clean cover/topsoil should be subjected to quality checks by the Engineer. These include:

- For topsoil, testing in accordance with BS 3882:2015⁵ to ensure quality (at least 3 bulk bags per stockpile)
- Visual check to ensure the soil has not been mixed following sampling (i.e. does not contain significant portions of anthropogenic materials such as bricks, glass, construction waste etc)
- Chemical analysis including: pH & metals, water soluble boron, TOC, Speciated PAH and asbestos ID. For materials obtained from brownfield sources, banded TPH should also be scheduled (with speciation in the event of an exceedance).

The following sampling frequencies should apply:

⁴ NHBC Standards – Chapter 10.2 (2021)

⁵ Specification for topsoil BS 3882:2015 – BSI (2015)

Source	No. samples required (up to 1,000m ³)	No. sample per additional 1,000m ³
Greenfield	Minimum 3 and at least 1 per 250m ³	2
Brownfield	Minimum 6 and at least 1 per 100m ³	
Crushed Product	Minimum 3 and at least 1 per 500m ³	

Chemical analysis results shall be compared to screening values in order to check suitability for re-use. Screening values recommended are presented in Appendix B; a POS_{resi} land use should be assumed.

Where soil cover is placed as a remediation requirement (as opposed to placement of topsoil simply as a growing medium), the thickness and quality of clean cover shall be inspected by the Engineer. Where requested, the Contractor shall make arrangements for inspection pits to be excavated to the Engineer's satisfaction. The Engineer will check to make sure the thickness of soil cover is in line with the requirements of the Remediation Strategy. The Engineer will also check to make sure the quality of materials have not been compromised during placement (i.e. mixing with construction wastes etc).

Typically, where each plot has a private garden, one inspection pit would be excavated for every 3 plots. However, given the limited areas of landscaping on this site, it is recommended that 16no. pits be excavated in areas of soft landscaping. Suggested locations are shown on Drawing 008 in Appendix A.

Photographs of the inspection pits shall be taken using a surveying staff to provide evidence of soil thickness; the locations of the inspection pits shall also be recorded. This information will be used in the Validation Report.

4.21 Off-site disposal

Given the requirement to accommodate proposed basement car parks, ground up to c. 4m depth beneath the proposed building will be excavated, most of which will be surplus. Therefore, a significant amount of material will be disposed off-site.

Assessment of any material proposed for off-site disposal should be undertaken in accordance with WM3⁶. At the heart of this guidance is the need to accurately characterise sub-populations of waste via appropriate sampling (ideally when stockpiled). Waste classification should never be determined on the basis of individual sample test results. Consequently, landfills accepting waste from this site may require additional testing of stockpiles prior to disposal.

Waste Acceptance Criteria (WAC) testing should only be required where material is likely to be disposed of as 'hazardous' based on the WM3 assessment.

⁶ Technical Guidance WM3 – Guidance on the classification and assessment of waste – Environment Agency (2015)

Where materials are taken off site, an auditable trail should be left including transfer note signed by all parties involved. This should include details of the nature and volume of waste, the waste haulier and the material's final destination.

Where excavations result in an excess of clean, naturally occurring soils, consideration should be given to a direct transfer to another site under the CL:AIRE Definition of Waste Code of Practice⁷.

Asphalt surfacing

As part of the ground investigation, two samples of macadam surfacing from within the TfGM car park were scheduled for PAH analysis in order to assist waste assessment for this material.

Based on the results obtained, which include benzo(a)pyrene of <10mg/kg, the macadam surfacing will likely be classed as non-hazardous. However, this should be confirmed by those who carry out the waste assessment prior to off-site disposal.

Additional testing of the macadam surfacing in the roads to be stopped up is recommended to confirm disposal costs.

Non-Hazardous Wastes

Non-hazardous wastes removed from site for disposal must: -

- Be accompanied by waste transfer notes (each load)
- Comply with the permitting requirements of the receiving landfill
- Comply with the waste acceptance criteria of the receiving landfill
- Include a written description of any pre-treatments or processes that have been applied to the waste

Signed waste transfer notes and returns must be kept for a minimum of 2 years and be available for inspection by the Local Authority or the Environment Agency when asked.

Hazardous Wastes

Should waste soil arisings be assessed to be hazardous waste requiring treatment prior to disposal, the Contractor shall carry out pre-treatment of the waste soils either on-Site (under an appropriate Environmental Permit to a methodology that is agreed with the receiving landfill operator) or off-site at a Permitted facility.

For Hazardous Wastes removed from site, the following additional requirements apply:

- A Hazardous Waste Consignment Note must be completed with each load.
- The waste must be taken to the receiving landfill by a registered Hazardous Waste Carrier

⁷ The Definition of Waste: Code of Practice CL:AIRE (March 2011)

- Copies of signed Consignment Notes and Consignee Returns must be kept for a minimum of 3 years at the premises that produced or stored the waste and be available for inspection by an enforcement officer from the Local Authority or Environment Agency when asked.

4.22 Management of materials

As mentioned in Section 4.4, a MMP should be prepared by the Contractor. The Contractor shall comply with the following hierarchy of waste management requirements:

- Prevention of waste generation;
- Reuse and/or recycle the materials for beneficial use on other projects; and
- Dispose of the materials at a suitably licensed Site.

During earthworks, good materials management is essential in order to maximise material re-use and minimise off-site disposal costs. Materials belonging to separate soil types should not be mixed. Most notably, there should be separate stockpiles of:

- Made Ground Topsoil
- Macadam surfacing
- Crushed product
- Sub-base
- Granular Made Ground
- Cohesive Made Ground
- Scrap Metal Deposits
- Any grossly contaminated soils (see also comments in Section 4.13)
- Excess natural ground arisings

The reuse, movement and/or treatment of soils on or off-site shall be completed in accordance with a Materials Management Plan. Where secondary aggregates are brought onto Site these shall be produced in accordance with the WRAP Quality Protocol for the production of aggregates from inert waste.

The Contractor shall ensure that effective materials management and storage is practiced and that waste streams do not become mixed. All Site staff shall be made aware of the materials management strategy being employed during the works.

5. VERIFICATION

5.1 General

In accordance with LCRM⁸, on completion of remediation works, a Verification Report shall be prepared by the Engineer. The Verification Report should include:

- Overview of the works undertaken, including any divergence from this Strategy due to unexpected ground conditions
- Source information and chemical test results for any imported material
- Verification test results from sidewalls and base of any hotspot excavations
- Geotechnical test results (labs and in-situ testing) for areas of proposed car parking and estate roads
- Reference to the MMP and any deviation from it
- Final destination of contaminated soils (including evidence of off-site disposal where appropriate in the form of haulage records)
- Summary of the volumes of materials used
- Signed Declaration from the QP
- Survey data including:
 - Natural ground levels where exposed during earthworks
 - Location and extent of obstructions left in place
 - Location and extent of backfilled 'hollows' arising from excavation of hotspots, obstructions etc
 - Location of contaminated materials where redistributed on site
 - Location and volumes of stockpiles remaining on site

5.2 Supervision

In order for the Engineer to confidently verify works have been undertaken correctly, on-site supervision is required. Activities such as plate load testing and removal of contaminated soils should be supervised full time, whereas other activities could be supervised on a part-time basis.

The Contractor shall ensure a good line of communication with the Engineer regarding site progress to ensure that the Engineer is able to visit site during critical stages of works.

When on site, the Engineer shall record the day's activities including all plant, personnel and materials involved.

5.3 Soil cover validation

Placement of soil cover requires validation by the Engineer; the testing and inspection requirements are given in Section 4.20.

However, soil cover is often imported at later stages during remediation works. Therefore, the validation report for areas of landscaping could be submitted as a separate addendum once this element is completed.

⁸ Land Contamination Risk Management (8th October 2020)

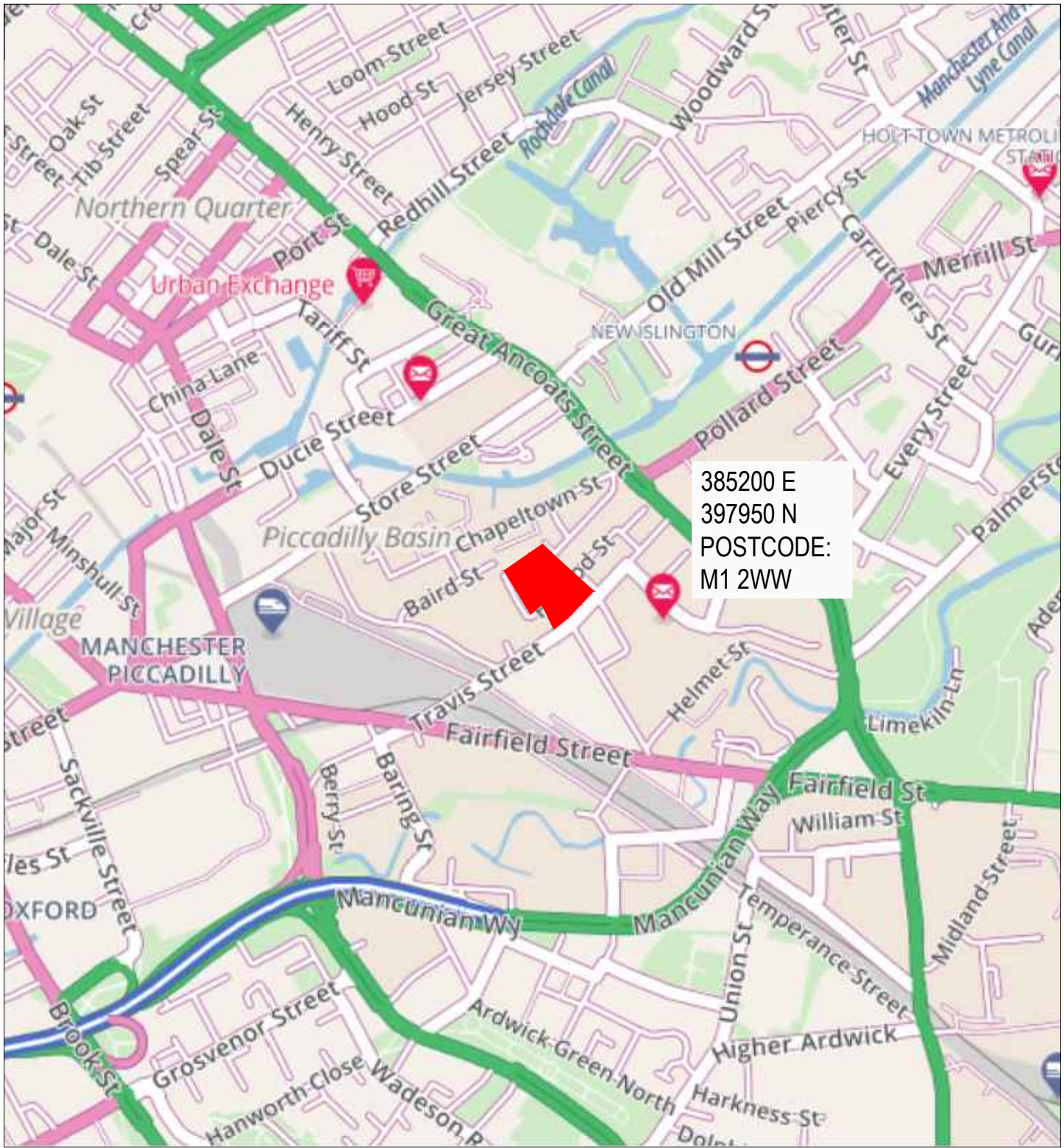


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Appendix A – Drawings



Client	_____
PORTUGAL STREET EAST LIMITED	
Project	_____
PORTUGAL STREET EAST	
Title	_____
001 - SITE LOCATION PLAN	
Job No.	_____
1007	
A4	



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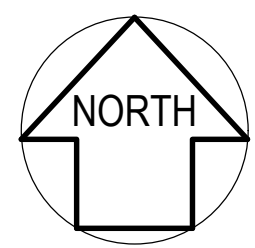
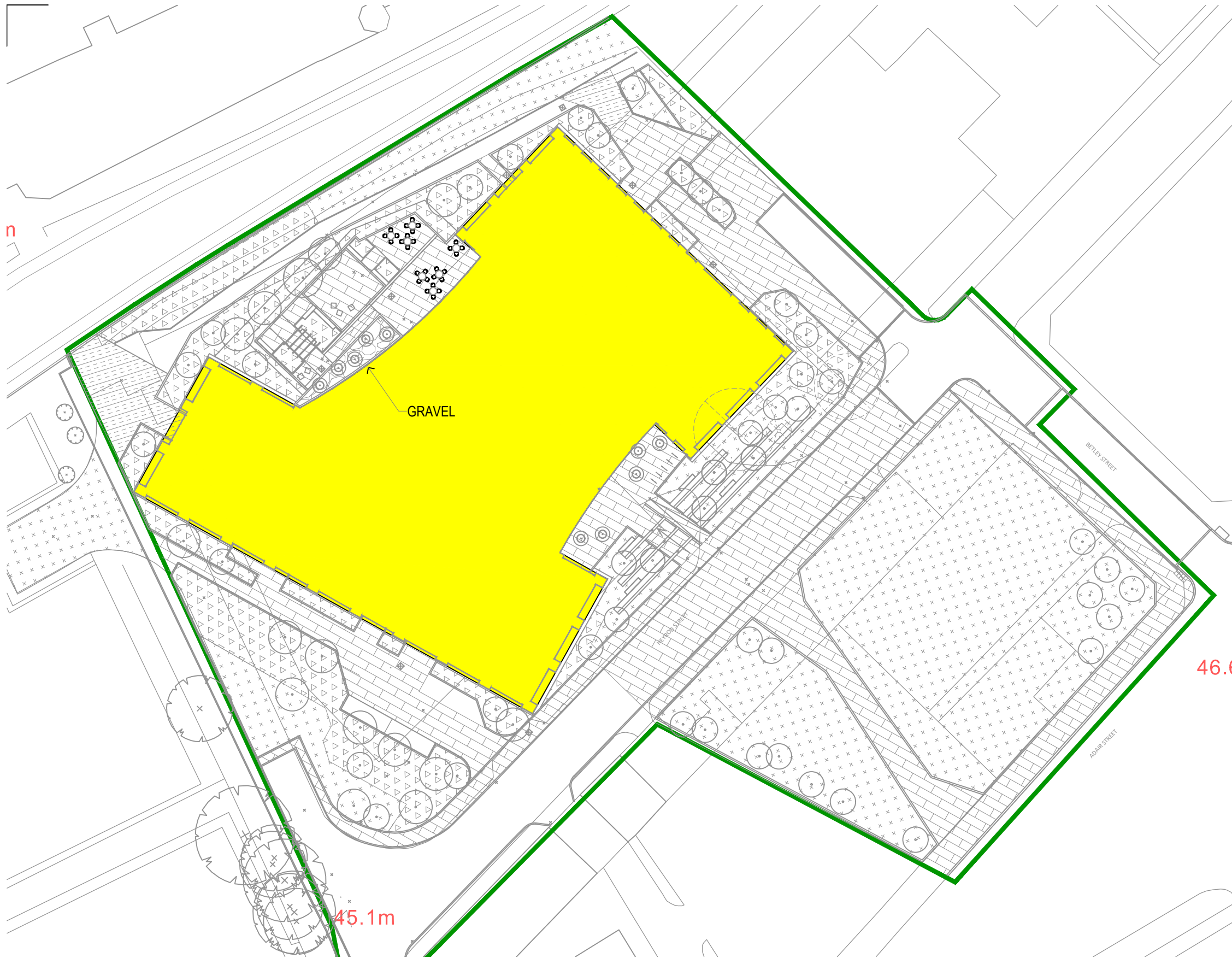
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— SITE BOUNDARY

KEY TO SHADING

- PROPOSED BUILDINGS
- BLOCK PAVING
- GRAVEL
- GRASS TURF SURFACE
- HERBAL TURF SURFACE
- TACTILE PAVING

Client	Project	Scale
PORTUGAL STREET EAST LIMITED	PORTUGAL STREET EAST, MANCHESTER	1:500 @ A3
		Date
		OCTOBER 2021
	Title	
	002 - PROPOSED LAYOUT	
		1007

A3

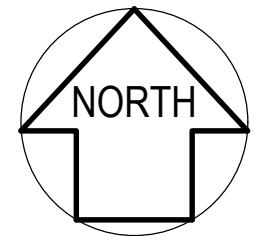
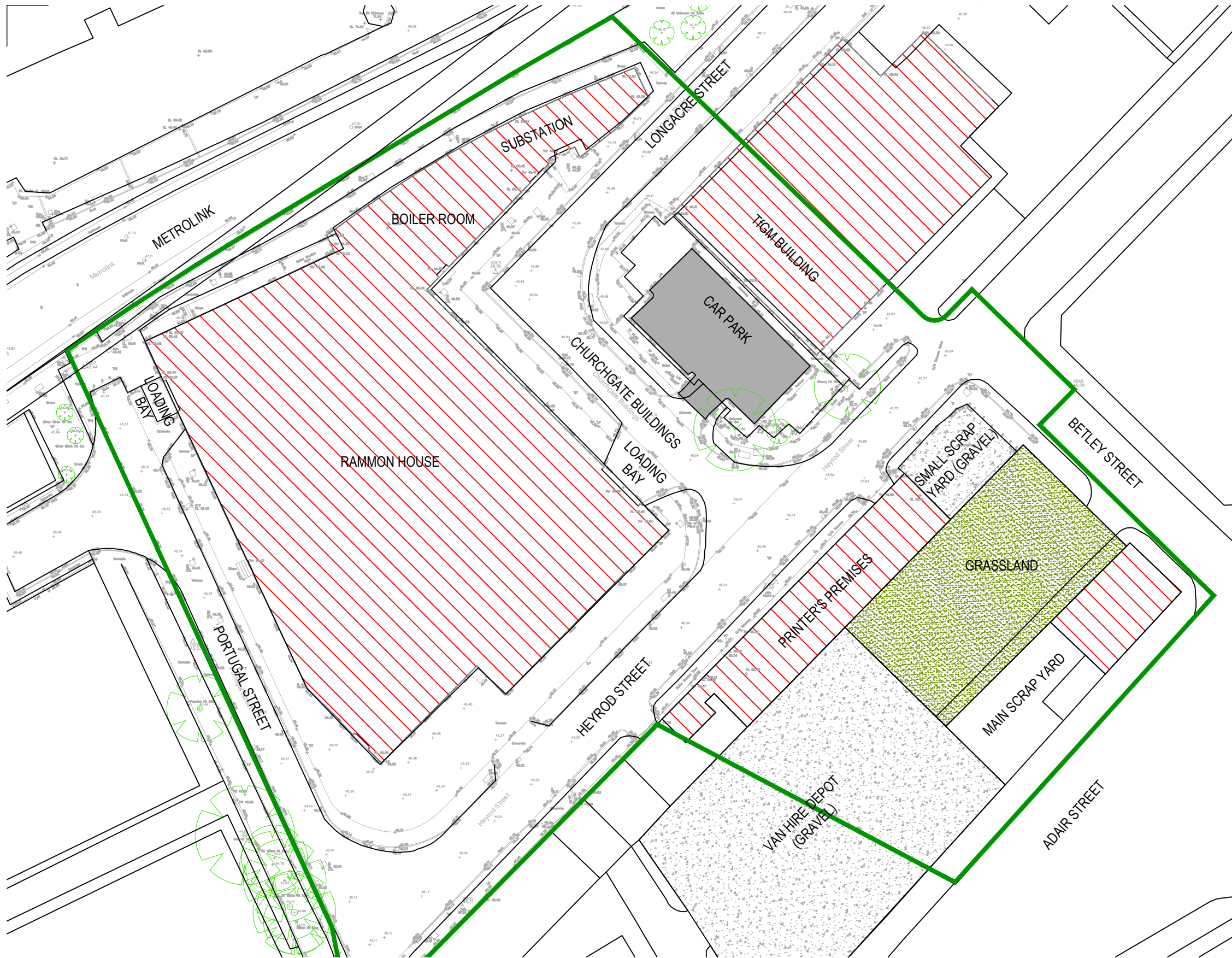
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— SITE BOUNDARY

KEY TO SHADING

	EXISTING BUILDINGS
	GRAVEL CAR PARK
	HARDSTANDING
	GRASSLAND

Client	Project	Scale
PORTUGAL STREET EAST LIMITED	PORTUGAL STREET EAST, MANCHESTER	1:500 @ A3
		Date
		OCTOBER 2021
	Title	
	003 - SITE FEATURES PLAN	
		1007

A3

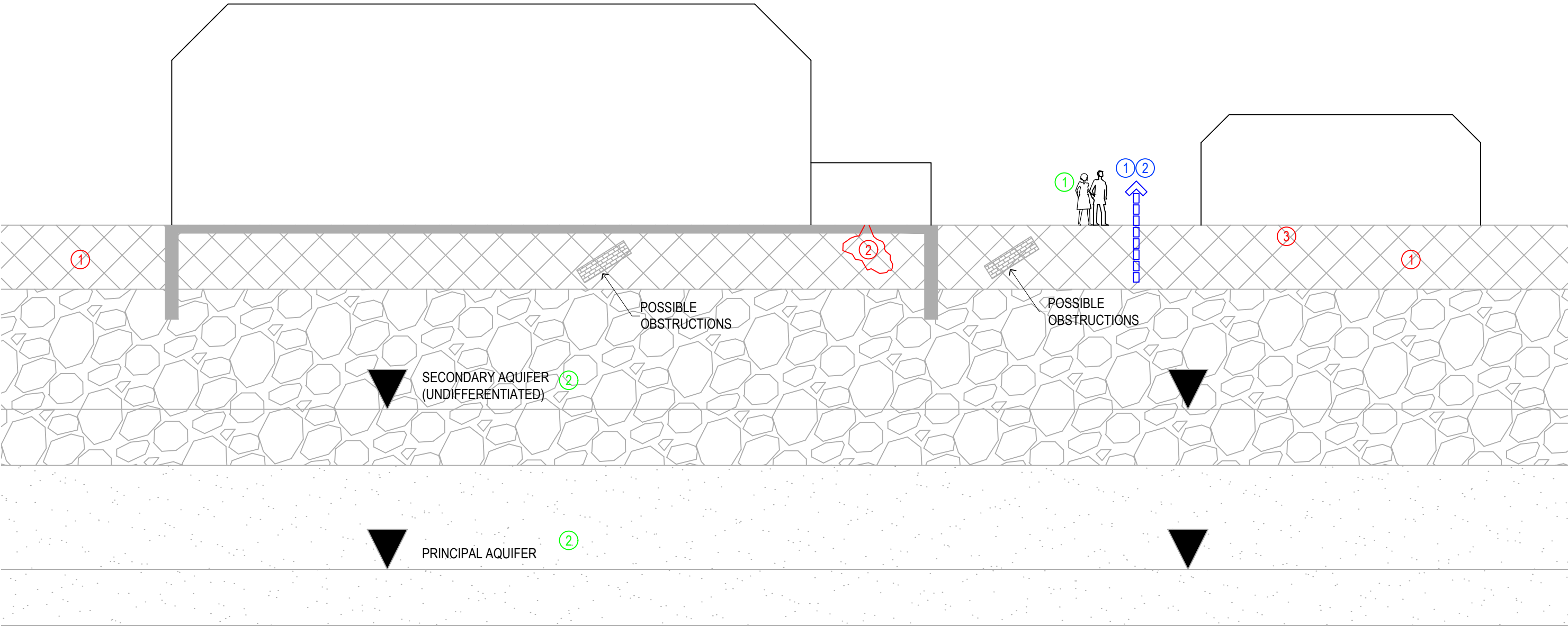
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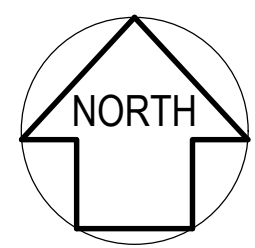
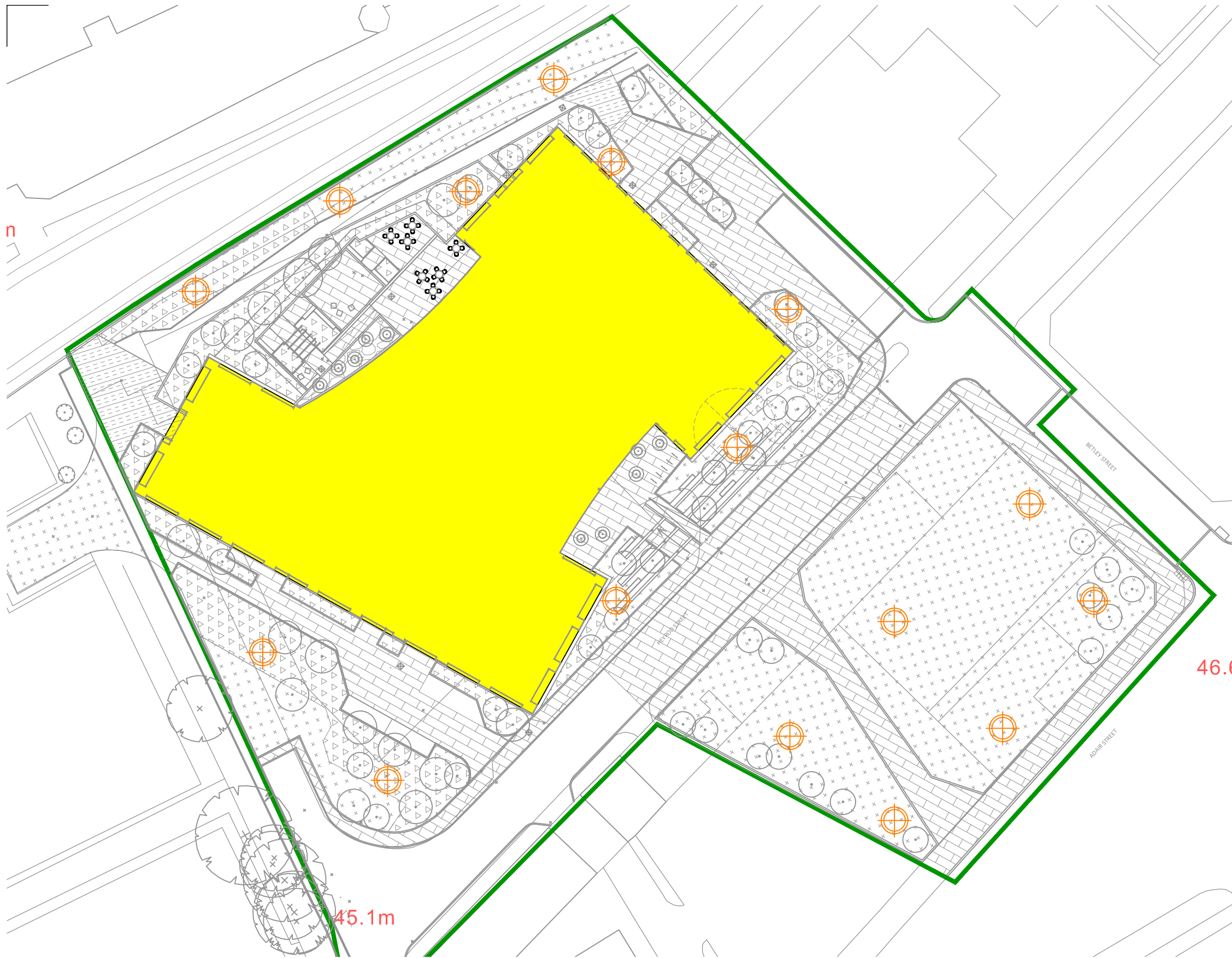
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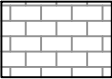
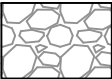
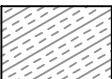
GROUND TYPES	SOURCES	PATHWAYS	RECEPTORS
MADE GROUND GLACIAL TILL CHESTER PEBBLE BEDS FORMATION	① MADE GROUND (METALS, ASBESTOS, PAHs) ② SPILLAGE / LEAKAGE (BOILER ROOM) ③ SCRAP METAL DEPOSITS (METALS, ASBESTOS, PAHs)	① DERMAL CONTACT, INGESTION, INHALATION OF DUST ② VOLATILISATION	① HUMAN HEALTH ② GROUND WATER

Client	Project	Scale
PORTUGAL STREET EAST LIMITED	PORTUGAL STREET EAST, MANCHESTER	NOT TO SCALE
		Date
		OCTOBER 2021
	Title	
	007 - REVISED CONCEPTUAL SITE MODEL	
A3		1007



 SITE BOUNDARY

KEY

-  PROPOSED BUILDINGS
-  BLOCK PAVING
-  GRAVEL
-  GRASS TURF SURFACE
-  HERBAL TURF SURFACE
-  TACTILE PAVING
-  PROPOSED SOIL COVER VALIDATION LOCATION

Client	Project	Scale
PORTUGAL STREET EAST LIMITED	PORTUGAL STREET EAST, MANCHESTER	1:500 @ A3
		Date
		MAY 2022
	Title	
	008 - PROPOSED SOIL COVER VALIDATON LOCATIONS	
		1007

A3



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Appendix B – Screening values

Notes	
Definitions for the various land-use scenarios are given in SP1010 ¹ and SR3 ² ; a summary is below:	
RwHP	Residential end-use with private garden and home-grown produce
RwoHP	Residential end-use with private garden and no home-grown produce
Allotments	Plot of open space for growing of produce for human consumption
Commercial	Commercial/light industrial property, 3 storeys and employees based indoors
POS _{resi}	Public Open Space in close proximity to residential housing
POS _{park}	Public park for recreational use (picnics, playground, sports, dog walking)

References

- 1 - SP1010 - Development of Category 4 Screening Values for Assessment of Land Affected by Contamination - CL:AIRE (2014)
- 2 - Science Report; SC050021/SR3 Updated technical background to the CLEA model - Environment Agency (2009)

Contaminant	Screening Values (soils) - inorganics					
	RwHP	RwoHP	Allotments	Commercial	POS _{resi}	POS _{park}
Arsenic	37	40	43	654	79	170
Beryllium	1.7	1.7	35	12	2.2	63
Boron	290	11000	45	240000	21000	46000
Cadmium	11	85	1.9	190	120	532
Chromium III	910	910	18000	8600	1500	33000
Chromium VI	6	6	1.8	33	7.7	220
Copper	2400	7100	520	68000	12000	44000
Lead	200	310	80	2300	630	1300
Mercury (inorganic)	40	56	19	1100	120	240
Nickel	180	180	230	980	230	3400
Selenium	250	430	88	12000	1100	1800
Vanadium	410	1200	91	9000	2000	5000
Zinc	3700	40000	620	730000	81000	170000
Asbestos	Detected	Detected	Detected	Detected	Detected	Detected

Contaminant	Screening Values (soils) - organics		
	RwHP		
	1% SOM (0.6% TOC)	2.5% SOM (1.5% TOC)	6% SOM (3.5% TOC)
Benzene	0.087	22	880
Toluene	130	290	660
Ethylbenzene	47	110	260
o-xylene	60	140	330
m-xylene	59	1410	320
p-xylene	56	130	310
Aliphatic 5-6	42	78	160
Aliphatic >6-8	100	230	530
Aliphatic >8-10	27	65	150
Aliphatic >10-12	130 (48) ^{vap}	330 (118) ^{vap}	760 (283) ^{vap}
Aliphatic >12-16	1100 (24) ^{sol}	2400 (59) ^{sol}	4300 (142) ^{sol}
Aliphatic >16-35	65000 (8.48) ^{sol}	92000 (21) ^{sol}	110000
Aliphatic >35-44	65000 (8.48) ^{sol}	92000 (21) ^{sol}	110000
Aromatic 5-7	70	140	300
Aromatic >7-8	130	290	660
Aromatic >8-10	34	83	190
Aromatic >10-12	74	180	380
Aromatic >12-16	140	330	660
Aromatic >16-21	260	540	930
Aromatic >21-35	1100	1500	1700
Aromatic >35-44	1100	1500	1700
Aliphatic & Aromatic >44-70	1600	1800	1900
Acenaphthene	210	510	1100
Acenaphthylene	170	420	920
Anthracene	2400	5400	11000
Benz[a]anthracene	7.2	11	13
Benzo[a]pyrene	2.2	2.7	3
Benzo[b]fluoranthene	2.6	3.3	3.7
Benzo[ghi]perylene	320	340	350
Benzo[k]fluoranthene	77	93	100
Chrysene	15	22	27
Dibenz[ah]anthracene	0.24	0.28	0.3
Fluoranthene	280	560	890
Fluorene	170	400	860
Ideno[12-cd]pyrene	27	36	41
Naphthalene	2.3	5.6	13
Phenanthrene	95	220	440
Pyrene	620	1200	2000
Coal tar	0.79	0.98	1.1

Contaminant	Screening Values (soils) - organics		
	RwoHP		
	1% SOM (0.6% TOC)	2.5% SOM (1.5% TOC)	6% SOM (3.5% TOC)
Benzene	0.38	0.7	1.4
Toluene	880 ^{vap} (869)	1900	3900
Ethylbenzene	83	190	440
o-xylene	88	210	480
m-xylene	82	190	450
p-xylene	79	180	430
Aliphatic 5-6	42	78	160
Aliphatic >6-8	100	230	530
Aliphatic >8-10	27	65	150
Aliphatic >10-12	130 (48) ^{vap}	330 (118) ^{vap}	770 (283) ^{vap}
Aliphatic >12-16	1,100 (24) ^{sol}	2400 (59) ^{sol}	4400 (142) ^{sol}
Aliphatic >16-35	65000 (8.48) ^{sol}	92000 (21) ^{sol}	110000
Aliphatic >35-44	65000 (8.48) ^{sol}	92000 (21) ^{sol}	110000
Aromatic 5-7	370	690	1400
Aromatic >7-8	860	1800	3900
Aromatic >8-10	47	110	270
Aromatic >10-12	250	590	1200
Aromatic >12-16	1800	2300 (419) ^{sol}	2500
Aromatic >16-21	1900	1900	1900
Aromatic >21-35	1900	1900	1900
Aromatic >35-44	1900	1900	1900
Aliphatic & Aromatic >44-70	1900	1900	1900
Acenaphthene	3000 (57) ^{sol}	4700 (141) ^{sol}	6000 (336) ^{sol}
Acenaphthylene	2900 (86.1) ^{sol}	4600 (212) ^{sol}	6000 (506) ^{sol}
Anthracene	31000 (1.17) ^{vap}	35000	37000
Benz[a]anthracene	11	14	15
Benzo[a]pyrene	3.2	3.2	3.2
Benzo[b]fluoranthene	3.9	4	4
Benzo[ghi]perylene	360	360	360
Benzo[k]fluoranthene	110	110	110
Chrysene	30	31	32
Dibenz[ah]anthracene	0.31	0.32	0.32
Fluoranthene	1500	1600	1600
Fluorene	2800 (30.9) ^{sol}	3800 (76.5) ^{sol}	4500 (183) ^{sol}
Ideno[12-cd]pyrene	45	46	46
Naphthalene	2.3	5.6	13
Phenanthrene	1300 (36.0) ^{sol}	1500	1500
Pyrene	3700	3800	3800
Coal tar	1.2	1.2	1.2

Contaminant	Screening Values (soils) - organics		
	Allotments		
	1% SOM (0.6% TOC)	2.5% SOM (1.5% TOC)	6% SOM (3.5% TOC)
Benzene	0.017	0.034	0.075
Toluene	22	51	120
Ethylbenzene	16	39	91
o-xylene	28	67	160
m-xylene	31	74	170
p-xylene	29	69	160
Aliphatic 5-6	730	1700	3900
Aliphatic >6-8	2300	5600	13000
Aliphatic >8-10	320	770	1700
Aliphatic >10-12	2200	4400	7300
Aliphatic >12-16	11000	13000	13000
Aliphatic >16-35	260000	270000	270000
Aliphatic >35-44	260000	270000	27000
Aromatic 5-7	13	27	57
Aromatic >7-8	22	51	120
Aromatic >8-10	8.6	21	51
Aromatic >10-12	13	31	74
Aromatic >12-16	23	57	130
Aromatic >16-21	46	110	260
Aromatic >21-35	370	820	1600
Aromatic >35-44	370	820	1600
Aliphatic & Aromatic >44-70	1200	2100	3000
Acenaphthene	34	85	200
Acenaphthylene	28	69	160
Anthracene	380	950	2200
Benz[a]anthracene	2.9	6.5	13
Benzo[a]pyrene	0.97	2	3.5
Benzo[b]fluoranthene	0.99	2.1	3.9
Benzo[ghi]perylene	290	470	640
Benzo[k]fluoranthene	37	75	130
Chrysene	4.1	9.4	19
Dibenz[ah]anthracene	0.14	0.27	0.43
Fluoranthene	52	130	290
Fluorene	27	67	160
Ideno[12-cd]pyrene	9.5	21	39
Naphthalene	4.1	10	2.4
Phenanthrene	15	38	90
Pyrene	110	270	620
Coal tar	0.32	0.67	1.2

Contaminant	Screening Values (soils) - organics		
	Commercial		
	1% SOM (0.6% TOC)	2.5% SOM (1.5% TOC)	6% SOM (3.5% TOC)
Benzene	27	47	90
Toluene	5600 ^{vap} (869)	110000 ^{vap} (1920)	180000 ^{vap} (4360)
Ethylbenzene	5700 ^{vap} (518)	13000 ^{vap} (1220)	27000 ^{vap} (2840)
o-xylene	6600 ^{sol} (478)	15000 ^{sol} (1120)	33000 ^{sol} (2620)
m-xylene	6200 ^{vap} (625)	14000 ^{vap} (1470)	31000 ^{vap} (3460)
p-xylene	5900 ^{sol} (576)	14000 ^{sol} (1350)	30000 ^{sol} (3170)
Aliphatic 5-6	3200 (304) ^{sol}	5900 (558) ^{sol}	12000 (1150) ^{sol}
Aliphatic >6-8	7800 (144) ^{sol}	17000 (322) ^{sol}	40000 (736) ^{sol}
Aliphatic >8-10	2000 (78) ^{sol}	4800 (190) ^{vap}	11000 (451) ^{vap}
Aliphatic >10-12	9700 (48) ^{sol}	23000 (118) ^{vap}	47000 (283) ^{vap}
Aliphatic >12-16	59000 (24) ^{sol}	82000 (59) ^{sol}	90000 (142) ^{sol}
Aliphatic >16-35	1600000	1700000	1800000
Aliphatic >35-44	1600000	1700000	1800000
Aromatic 5-7	26000 (1220) ^{sol}	46000 (2260) ^{sol}	86000 (4710) ^{sol}
Aromatic >7-8	56000 (869) ^{vap}	110000 (1920) ^{sol}	180000 (4360) ^{vap}
Aromatic >8-10	3500 (613) ^{vap}	8100 (1500) ^{vap}	17000 (3850) ^{vap}
Aromatic >10-12	16000 (364) ^{sol}	28000 (899) ^{sol}	34000 (2150) ^{sol}
Aromatic >12-16	36000 (169) ^{sol}	37000	38000
Aromatic >16-21	28000	28000	28000
Aromatic >21-35	28000	28000	28000
Aromatic >35-44	28000	28000	28000
Aliphatic & Aromatic >44-70	28000	28000	28000
Acenaphthene	84000 (57) ^{sol}	97000 (141) ^{sol}	100000
Acenaphthylene	83000 (86.1) ^{sol}	97000 (212) ^{sol}	100000
Anthracene	520000	540000	540000
Benz[a]anthracene	170	170	180
Benzo[a]pyrene	35	35	36
Benzo[b]fluoranthene	44	44	45
Benzo[ghi]perylene	3900	4000	4000
Benzo[k]fluoranthene	1200	1200	1200
Chrysene	350	350	350
Dibenz[ah]anthracene	3.5	3.6	3.6
Fluoranthene	23000	23000	23000
Fluorene	63000 (30.9) ^{sol}	68000	71000
Ideno[12-cd]pyrene	500	510	510
Naphthalene	190 (76.4) ^{sol}	460 (183) ^{sol}	1100 (432) ^{sol}
Phenanthrene	22000	22000	23000
Pyrene	54000	54000	54000
Coal tar	15	15	15

Contaminant	Screening Values (soils) - organics		
	POS _{resi}		
	1% SOM (0.6% TOC)	2.5% SOM (1.5% TOC)	6% SOM (3.5% TOC)
Benzene	72	72	73
Toluene	56000	56000	56000
Ethylbenzene	24000	24000	25000
o-xylene	41000	42000	43000
m-xylene	41000	42000	43000
p-xylene	41000	42000	43000
Aliphatic 5-6	570000 (304) ^{sol}	590000	60000
Aliphatic >6-8	600000	610000	620000
Aliphatic >8-10	13000	13000	13000
Aliphatic >10-12	13000	13000	13000
Aliphatic >12-16	13000	13000	13000
Aliphatic >16-35	250000	250000	250000
Aliphatic >35-44	250000	250000	250000
Aromatic 5-7	56000	56000	56000
Aromatic >7-8	56000	56000	56000
Aromatic >8-10	5000	5000	5000
Aromatic >10-12	5000	5000	5000
Aromatic >12-16	5100	5100	5000
Aromatic >16-21	3800	3800	3800
Aromatic >21-35	3800	3800	3800
Aromatic >35-44	3800	3800	3800
Aliphatic & Aromatic >44-70	3800	3800	3800
Acenaphthene	15000	15000	15000
Acenaphthylene	15000	15000	15000
Anthracene	74000	74000	74000
Benz[a]anthracene	29	29	29
Benzo[a]pyrene	5.7	5.7	5.7
Benzo[b]fluoranthene	7.1	7.2	7.2
Benzo[ghi]perylene	640	640	640
Benzo[k]fluoranthene	190	190	190
Chrysene	57	57	75
Dibenz[ah]anthracene	0.57	0.57	0.58
Fluoranthene	3100	3100	3100
Fluorene	9900	9900	9900
Ideno[12-cd]pyrene	82	82	82
Naphthalene	4900	4900	4900
Phenanthrene	3100	3100	3100
Pyrene	7400	7400	7400
Coal tar	2.2	2.2	2.2

Contaminant	Screening Values (soils) - organics		
	POS _{park}		
	1% SOM (0.6% TOC)	2.5% SOM (1.5% TOC)	6% SOM (3.5% TOC)
Benzene	90	100	110
Toluene	87000 ^{vap} (869)	95,000 ^{vap} (1920)	100000 ^{vap} (4360)
Ethylbenzene	17000 ^{vap} (518)	22000 ^{vap} (1220)	27000 ^{vap} (2840)
o-xylene	17000 ^{sol} (478)	24000 ^{sol} (1120)	33000 ^{sol} (2620)
m-xylene	17000 ^{vap} (625)	24000 ^{vap} (1470)	32000 ^{vap} (3460)
p-xylene	17000 ^{sol} (576)	23000 ^{sol} (1350)	31000 ^{sol} (3170)
Aliphatic 5-6	95000 (304) ^{sol}	130000 (558) ^{sol}	180000 (1150) ^{sol}
Aliphatic >6-8	150000 (144) ^{sol}	220000 (322) ^{sol}	320000 (736) ^{sol}
Aliphatic >8-10	14000 (78) ^{sol}	18000 (190) ^{vap}	21000 (451) ^{vap}
Aliphatic >10-12	21000 (48) ^{sol}	23000 (118) ^{vap}	24000 (283) ^{vap}
Aliphatic >12-16	25000 (24) ^{sol}	25000 (59) ^{sol}	26000 (142) ^{sol}
Aliphatic >16-35	450000	480000	490000
Aliphatic >35-44	450000	480000	490000
Aromatic 5-7	76000 (1220) ^{sol}	84000 (2260) ^{sol}	92000 (4710) ^{sol}
Aromatic >7-8	87000 (869) ^{vap}	95000 (1920) ^{sol}	100000 (4360) ^{vap}
Aromatic >8-10	7200 (613) ^{vap}	8500 (1500) ^{vap}	9300 (3850) ^{vap}
Aromatic >10-12	9200	9700	10000
Aromatic >12-16	10000	10000	10000
Aromatic >16-21	7600	7700	7800
Aromatic >21-35	7800	7800	7900
Aromatic >35-44	7800	7800	7900
Aliphatic & Aromatic >44-70	7800	7800	7900
Acenaphthene	29000	30000	30000
Acenaphthylene	29000	30000	30000
Anthracene	150000	150000	150000
Benz[a]anthracene	49	56	62
Benzo[a]pyrene	11	12	13
Benzo[b]fluoranthene	13	15	16
Benzo[ghi]perylene	1400	1500	1600
Benzo[k]fluoranthene	370	410	440
Chrysene	93	110	120
Dibenz[ah]anthracene	1.1	1.3	1.4
Fluoranthene	6300	6300	6400
Fluorene	20000	20000	20000
Ideno[12-cd]pyrene	150	170	180
Naphthalene	1200 (76.4) ^{sol}	1900 (183) ^{sol}	3000
Phenanthrene	6200	6200	6300
Pyrene	15000	15000	15000
Coal tar	4.4	4.7	4.8

Appendix C – Planning Conditions

Important – Planning permission & notices of consent

Compliance with conditions

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

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Portugal Street East Limited
C/o Agent

Agent (if used)

Mr John Cooper
Deloitte LLP
PO Box 500
2 Hardman Street
Manchester
M60 2AT

Part 1 – Particulars of the application/development

Proposal: Construction of two residential buildings (Use Class C3) comprising Block 1 (29 storeys) (224 apartments (4 x 1 bed 1 person, 52 x 1 bed 2 person, 64 x 2 bed 3 person and 104 x 2 bed 4 person) 25% 1 bed and 75 % 2 bed) Block 2 (23 storeys) (264 apartments 44 x1 bed 1 person, 44 x 1 bed 2 person, 92 x 2 bed 3 person and 84 x 2 bed 4 person) (33% 1 bed and 67%% 2 bed) with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping (including new public park) , lighting, highways and associated works following demolition of existing buildings and structures.

Location: Land At Portugal Street East, Manchester, M1 2WX

Date of application: 20 August 2019

Application number: 121099/FO/2018

Part 2 – Particulars of decision

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

Article 35 Declaration

Officers have worked with the applicant in a positive and 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.

Condition(s) attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

(a) Dwgs05301 MP 02 2199 (Lower Ground Floor Site Plan) Rev L, 05301 MP 02 2200 (Ground Floor Site Plan) Rev Q, 05301 MP 02 2230 (Roof Site Plan) Rev C, 05301MP 00 1000 (Existing Location Plan) Rev F, 05301 MP 001102 (Proposed Demolition Plan) Rev A and 05301 MP 001201 (Proposed Block Plan) Rev K;

(b) 05301 B1 02 2200 (Block 1, Ground Floor GA Plan) Rev L, 05301 131 02 2201 (Block 1, First to Third & 28th Floor GA Plan) Rev H, 05301 81 02 2203 (Block 1, 4th - 27th GA Plan) Rev J, 05301 B1 02 2229 (Block 1, 29th Floor GA Plan) Rev I, 05301 B1 02 2230 (Block 1, Roof Level GA Plan) Rev C, 05301 82 02 2200 (Block 2, Ground Floor GA Plan) Rev L, 05301 132 02 2201 (Block 2, 1st to 2nd and 22nd Floor GA Plan) RevK, 05301 82 02 2203 (Block 2, 3rd to 21st GA Plan) Rev K, 05301 B2 02 2223 (Block 2, 23rd Floor GA Plan) Rev I, 05301 132 02 2224 (Block 2, Roof Level GA Plan) Rev I, 05301 83 02 2200 (Block 3, Ground Floor Plan) Rev D, 05301 B3 02 2201 (Block 3, 1st Floor Plan) Rev E, 05301 MP 04 1101 01 802 (Existing Elevations) Rev B, 05301 MP 04 1102 (Existing Elevations 03 & 04) Rev B 05301MP 04 2201 (Whole Building, South East Elevation) Rev H, 05301 MP 04 2202 (Whole Building, North West Elevation) Rev B, 05301 B1 04 2200 (Block 1, North East Elevation) Rev J 05301 B1 04 2201 (Block 2, South West Elevation) Rev I, 05301 MP 05 1201 (Blocks 1, 2 & 3, Section CC) Rev B, 05301 133 05 1201 (Block 3, Section AA) Rev B, 05301 B3 05 1202 (Block 3, Section BB) Rev B, 05301 131 10 4201 (Block 1, Typical Upper Floor, Bay Study 01) Rev A, 05301 131 10 4202 (Block 1, Typical Base, Bay Study 02) Rev A, 05301 131 10 4203 (Block 1, Typical Crown, Bay Study 03) Rev A, 05301 B2 10 4201 (Block 2, Typical Upper Floor, Bay Study 01) Rev A, 05301 132 10 4202 (Block 2, Typical Upper Floor, Bay Study 02) Rev A, 05301 B2 10 4203 (Block 2, Typical Base, Bay Study 03) Rev A, 05301 82 10 4204 (Block 2, Typical Crown, Bay Study 04) Rev A;

(c) RFM-XX-00-DR-L-0000 (Site Plan) Rev PL01, RFM-XX-00-DR-L-0002 (General Arrangement Plot 1 Phase 1) Rev P01, RFM-XX-00-DR-L-0003 (General Arrangement Plot 1 with SRF) as amended by RFM-XX-00-DR-L-0014 REV P01 (Permanant Works Phasing), Rev PL05, RFM-XX-00-DR-L-0004 SRF Plot Arrangement Rev P01, RFM-XX-00-DR-L-0005 (Boulevard edge constraints) Rev PL02, RFM-XX-00-DR-L-0006 (Illustrative Sections-AA-BB) Rev PL03, RFM-XX-00-DR-L-0007 (Soft Landscape GA) Rev PL05, RFM-XX-00-DR-L-0008 (Illustrative Sections-CC-DD) Rev PL03, RFM-XX-00-DR-L-0009 (Hard Landscape GA) Rev PL03, RFM-XX-00-DR-L-0010 (Tree Removals) Rev PL03, RFM-XX-00-DR-L-8001 (Tree Details) Rev PL02, RF17-475-IN09 (Landscape & Public Realm DAS Chapter) Rev PL02 and RFM-XX-00-DR-L-0010 REV P02 (Temporary Landscaping Plan) as amended by RFM-XX-00-DR-L-0013 REV P01 (Temporary Landscaping Plan) ;

(d) 64313-CUR-00-XX-DR-TP-03004-P01 (Basement Parking Space Dim), 64313-CUR-00-XX-DR-TP-75003-P01 (RampAnalysis) and 64313-CUR-00-XX-DR-TP-75004-P01 (Car Club Spaces)

(e) Portugal Street East, Waste Management Strategy, Curtins Ref: 64313/WMS, Revision: V11 Issue Date: 03 December 2019

(f) Recommendations in sections, 3, 4, 5 and 6 of the Crime Impact Assessment Version C dated 30/08/18; and

(g) 5 Plus Architects Accommodation Schedule;

(h) Archaeological Desk-based Assessment, July 2018 Portugal Street East, Manchester by the University of Salford;

(i) Mitigation Measures detailed within table 16.1 of Portugal Street East, Manchester: Environmental Statement Volume 1 August 2019 by Deloitte Real Estate;

(j) Inclusions of measures and targets set out Energy and Environmental Standards Statement, Portugal Street East, Manchester dated 24-08-18 by Vitec;

(k) Local Labour Agreement Statement of Intent stamped as submitted on 10-05-19;

(l) Recommendations or equivalent provision to the same level in relation to Broadband installation within the Vitec Broadband Assessment Statement, Portugal Street East dated 31-01-19;

(m) On going implementation of management measures and recommendations as set out in Portugal Street East SRF Public Realm, Manchester Landscape maintenance schedule by Reform, October 2018 / RFM-XX-00-RP-L-0002-PL01;

(n) Measures and recommendations within Flood Risk Assessment & Surface Water, Drainage Statement, Portugal Street East, Manchester for Portugal Street East Ltd 13th June 2017;

(o) TV reception survey prepared by Astbury's dated 06-06-17 and mitigation measures set out in Deloitte's e-mail dated 14-11-19;

(p) EV Charging numbers as detailed within Deloitte's e-mail dated 04-12-19

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, 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 DC19.1, 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 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 external ventilation requirements for the residential accommodation, 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) The demolition of any buildings not covered by the prior approval granted under application ref no 120090/DEM/2018 is covered by any consent granted in respect of application ref no 121467.

Reason: For the avoidance of doubt and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

5) No development shall take place until a scheme that demonstrates that access to the development can be maintained without the full use of Longacre Street has been submitted to and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason: To safeguard Metrolink and HS2 and ensure that the development can be adequately serviced for both routine and emergency purposes post HS2 and pursuant to the provisions Core Strategy policy DM1

6) The consent hereby granted assumes that no infrastructure or services relating to the development would be placed within the envelope shown on Dwg 378479-MMD-02-XX-DR-C-0132 Rev PO1 supplied by Metrolink within their consultation response dated the attached 02-10-19 unless those features are of a temporary nature upon which the operation of the development does not depend.

Reason: to safeguard future modifications to Metrolink as a consequence of the arrival of HS2 at Piccadilly Station pursuant to Core Strategy Policy DM1.

7) Notwithstanding the details as shown within dwg RFM-XX-00-DR-L-003 S4 no development shall take place until final details of the landscaping works adjacent to the Metrolink boundary and the associated boundary treatment to the Metrolink tramway have been submitted to, and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason:

To ensure that an appropriate boundary treatment is installed on the boundary of the Metrolink tramway and that adjacent landscaping is not detrimental to Metrolink Operations and pursuant to Core Strategy Policy DM1.

8) No development shall take place until the developer has submitted details to confirm any impacts on Electro Magnetic Compatibility from the proposed development. Where there are any impacts identified details of any necessary Electro Magnetic Compatibility protection measures that are found to be required as a result of the introduction of the substation shall be submitted to and approved in writing by the City Council as Local Planning Authority before development commences.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to Core Strategy policy DM1.

9) (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.

10) 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 TFGM (Metrolink) 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;

*Agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;

the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage

power, signalling and communications cables for Metrolink both during construction and once operational.

* Details of the loading and unloading of plant and materials;

* Details of the storage of plant and materials used in constructing the development;

* construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);

* Details showing the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates

the tramway path, unless otherwise agreed with Transport for Greater Manchester;

*The provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;

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).

11) No demolition or 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. A phased programme and methodology of investigation and recording to include:

- historic building assessment
- informed by the above, a historic building survey
- archaeological evaluation
- targeted archaeological excavation (informed by the above and subject to a new WSI)
- archaeological watching brief

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 heritage display on the history and archaeology of the area

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 heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible

GMAAS will monitor the implementation of the recording on behalf of Manchester

12) Prior to development commencing, final details of the programme for the delivery of the public realm including confirmation of the period for which the temporary treatment of the 'Green' (dwg RFM-XX-00-DR-L-0010 REV P02 as amended by RFM-XX-00-DR-L-0013 REV P01 (Temporary Landscaping Plan)) will be in place and timescales for the full delivery of the details as shown in dwg no RFM-XX-00-DR-L-0003-S4-PL06 as amended by RFM-XX-00-DR-L-0014 REV P01 (Permanant Works Phasing) shall be submitted to an approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt the development should be delivered in accordance with the approved programme and should not be occupied unless or until any agreed pre-occupation requirements have been delivered in full.

Reason

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

13) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwgs numbered (a) RFM-XX-00-DR-L-0003-S4-PL05 and (b)RFM-XX-00-DR-L-0010 REV P02 shall be submitted and approved in writing by the City Council as Local Planning Authority in relation to item (a) in consultation with HS2. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Final details of the temporary treatment of the 'Green' including any required wind mitigation measures as set out in the Portugal Street East, Manchester: Environmental Statement Volume 1 August 2019 by Deloitte Real Estate; (to be agreed in consultation with HS2);

(b) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(c) 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 which demonstrates Biodiversity Net gain across the site ;

(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;

(e) Details of how surface water from the public realm and from Blocks 1, 2 and 3 would be managed within the public realm though Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(f) Green roof to Block 3;

- (g) Location and design of all street furniture including seating, lighting, bins, 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);
- (h) Street lighting around the site (which includes for consideration of older and disabled people);
- (i) 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 the PSE SRF Area with Piccadilly Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);
- (j) A management strategy for the external amenity areas associated with Blocks 1 and 2 including hours during which these areas would be open to residents;
- (k) A building cleaning schedule;
- (l) 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
- (m) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Dwg RFM-XX-00-DR-L-0014 S1 PL04.

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 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.

14) 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.

15) 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.

16) The development hereby approved shall be carried out in accordance with the Energy and Environmental Standards Statement, Portugal Street East, Manchester dated 24-08-18 by Vitec;

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.

17) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the development 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 scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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

18) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and the adjacent tram and mitigating vibration and reradiated noise levels associated with the operation of the adjacent tram line shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and vibration and reradiated noise mitigation measures shall be completed before any of the dwelling units are occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

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

19) 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

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

20) Notwithstanding the TV reception survey prepared by Astbury's dated 06-06-17. Following commencement of construction of the hereby approved development, any

interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

21) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

22) 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

23) 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.

24) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal), parking of maintenance vehicles, details of an ongoing programme of events, activities and classes for residents to include activities within the 'Green' (to include details of how the programme would promote inclusivity), noise management of communal areas and measures to protect Metrolink infrastructure from objects thrown from the roof gardens shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

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

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, the promotion of a sustainable and inclusive community within the development, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

25) The development hereby approved shall be carried out in accordance with Curtins Portugal Street East, Manchester, Interim Travel Plan
Curtins Ref: TPMA64313/ITP Revision: Final Issue Date: 29 August 2018

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.

26) No part of the development shall be occupied unless and until details of a parking management strategy for residents including the final number of disabled parking spaces has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

27) 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.

28) No infiltration of surface water drainage into the ground on land affected by contamination 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 - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

29) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 area, to maintain the sustainability of the local community through provision of

accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework and to ensure the permanent retention of the accommodation for normal residential purposes

30) 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

31) Prior to occupation of the development a servicing strategy for the building which includes details of how servicing access will be maintained to adjacent buildings and an alternative strategy which takes into account potential impacts from associated with the delivery of HS2, 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).

32) 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

33) The window(s) at ground level, fronting onto Fair Street, Portugal Street East and Heyrod Street Lane 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.

34) (a) If the demolition hereby approved for Rammon House does not commence before 30th April 2020, the building shall be reassessed for bat roosting potential and the finding supplied to and agreed in writing by the LPA. For other buildings if the development does not commence before 30th April 2021, the building will be reassessed for bat roosting potential and the finding supplied to and agreed in writing by the LPA.

(b) If during works to demolish the building hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been

undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority.

Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time in accordance with the approval of a programme for implementation of any required mitigation by the City Council as Local Planning Authority.

Reason - for the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

35) 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

37) Notwithstanding the details contained within condition 2 above , prior to the commencement of development a scheme 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) Final details of associated highway work (as appropriate to Plot A and adjacent public realm within this application) as detailed within Pages 65 to 69 and 91-97 of the Design and Access Statement by Reform August 2019 Rev PL03; and

(b) 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.

The approved scheme shall be implemented and be in place prior to the first occupation.

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).

38) The development shall be carried out in accordance with the Crime Impact Statement Version C dated 30/08/18. 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

39) Prior to commencement of development final details of air quality mitigation shall be submitted to and approved in writing by the City Council as local planning authority.. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the development is in operation For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

40) 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

41) The proposed communal uses within the ground floor and basement hereby approved shall be ancillary to the residential use of the building and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

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, and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

42) 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.

43) None of the development hereby permitted shall be commenced until detailed design and construction method statements have been submitted to and approved in writing by the Local Planning Authority in liaison with HS2 Ltd.

The design and method statement/s to be submitted under the above condition, shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the HS2 works, the construction of the HS2 works are not impeded. The scheme hereby approved shall not be implemented other than in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority in liaison with HS2 Ltd.

Reason: To ensure the proposed development does not impede the delivery of High Speed 2, an infrastructure project of national importance.

44) The residential accommodation within Blocks 1, 2 and 3 shall not be occupied unless or until the areas of Public Realm identified as the Proposed Public Park on page 01 of Re-Form Landscape's LANDSCAPE AND PUBLIC REALM Document and in relation to Phase 1 as shown in either dwgs RFM-XX-00-DR-L-0013 REV P01 or RFM-XX-00-DR-L-0014 REV P01 (Permanant Works Phasing)(in line with conditions 12 and 13) has been fully implemented.

Reason

For the avoidance of doubt and to ensure a satisfactory development pursuant to Core Strategy policies SP1, DM1, EN2 and CC6.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

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

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

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

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

No development shall take place, including any works of demolition, until a TfGM equipment protection and network disruption mitigation strategy has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester). The approved strategy shall include detailed proposals for protection and continuous operation of all equipment within the TfGM premises in the basement during demolition and construction (some of which is operationally critical for significant parts of the Metrolink network). For the avoidance of doubt it shall incorporate the following (as a minimum):

1. Measures to be implemented during piling operations (which may require, for example, the replacement of protection relays with anti-vibration components or other equipment modifications at the developer's cost)
2. Network disruption mitigation measures (which shall be agreed with TfGM and funded by the developer) to provide network resilience to enable the maintenance of the current operational service pattern. For the avoidance of doubt this may include the installation of additional equipment beyond the development footprint.

3. Maintenance of the low voltage power supply to TfGM equipment so as to be available and operational throughout the construction period including replacement if required and provision for any downtime (all at the developer's cost)
4. Measures to be taken to ensure 24 hour, 7 days per week access to TfGM infrastructure during demolition and construction
5. Provision of a single nominated point of contact to manage the strategy and liaise with TfGM and the Metrolink operator throughout the demolition and construction phases of the project. The nominated contact shall keep TfGM fully informed of progress via meetings and reports (at a frequency of no less than monthly) and shall provide site supervision of any construction activities which could impact on Metrolink infrastructure

Reason: In the interests of protecting operationally critical TfGM Metrolink infrastructure from damage and mitigate the risk of network service disruption, pursuant to policies

All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

Excavation is not to be carried out greater than 1m deep within 1m of the Metrolink operational boundary or any piling works within the zone of influence without notifying Metrolink in advance. Any such works may require track monitoring to be carried out as agreed with Metrolink and at the cost to the developer.

Reason: To ensure that the development does not adversely affect the track alignment and therefore the operation of Metrolink

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007

The applicant is advised that the application site falls partially within land that may be required to construct and/or operate Phase 2b of a high speed rail line from Crewe to Manchester and the West Midlands to Leeds, known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament. As a result the application site may be compulsorily purchased. More information can be found at: <https://www.gov.uk/government/organisations/high-speed-two-limited>."

The applicant should note that shared surfaces are not supported by MCC, all footways should be separated from the carriageway by an appropriate upstand and a minimum 2.0m footway should be maintained on all pedestrian routes.

Date: 16 March 2021

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

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

Notes

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

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

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

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

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

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

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

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

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

Right of challenge on planning application decision

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

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

- Procedural irregularity
- Irrationality
- Illegality

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

Appendix A



**The Coal
Authority**

Any Planning Enquiries should be directed to:

Planning and Local Authority Liaison

Telephone: 01623 637 119

Email: planningconsultation@coal.gov.uk

Website: www.gov.uk/government/organisations/the-coal-authority

STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

This Standing Advice is valid from 1st January 2021 until 31st December 2022