



Planning

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Mr John Cooper
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Date: 17 September 2024

Dear Sir/Madam,

Pre-Commencement Conditions

Application number: 137226/FO/2023

Part Of Plot C And Plot E , Great Jackson Street, Manchester, M15 4NP

In accordance with s100ZA of the Town & Country Planning Act 1990 (as amended), this letter gives notice of the requirement to place pre-commencement condition(s) on any permission arising from the above application.

The required condition(s), and the reason(s) for them are as follows:

No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 30 September inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

The condition is required in the interest of protecting birds at the application site who will be nesting.

- a) Prior to the commencement of the development hereby approved, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.
- b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated by the applicant in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

The condition is required to ensure that any damage to carriageways/footways as a result of the development are made good.

a) Prior to the commencement of development within Phase 1, 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 Phase 1 shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the City Council as local planning authority require further investigation, Phase 1 shall not commence until a scheme for the investigation 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 approved Site Investigation Proposal shall be carried out before Phase 1 commences and thereafter a report prepared by the applicant outlining what measures, if any, are required to remediate the land (the "Remediation Strategy") shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within Phase 1 commences, the development shall be carried out in accordance with the approved Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority following the carrying out of the measures in the approved Remediation Strategy.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present at any time during the development, then further development shall cease and/or Phase 1 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 approved Revised Remediation Strategy, which shall take precedence over the approved Remediation Strategy or any earlier Revised Remediation Strategy (as the case may be).

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

The above condition is required to ensure that the presence of or the potential for any contaminated land and/or groundwater is detected before development gets underway.

No works shall take place within Phase 1 of the development hereby approved until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.

- b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16 of the National Planning Policy Framework.

The condition is required to ensure archaeological interests are protected.

a) Prior to the commencement of development within Phase 1, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements 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 phases of Phase 1 of the development.

In this condition, a Local Labour 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 Labour Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Labour Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month prior to construction work within Phase 1 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 to and approved in writing by the City Council as Local Planning Authority.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

The condition is required to ensure local labour is employed within the construction process.

Prior to the commencement of development within Phase 1, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles;

The development of Phase 1 shall be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

The above condition is required to ensure that development takes place in a satisfactory manner and the impacts of the construction process do not cause any unacceptable harm to residential amenity.

Prior to the commencement of development within Phase 1, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development of that phase shall be carried out in accordance with the approved details.

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.

The above condition is required in order to ensure that the materials as part of the development are acceptable.

- a. Prior to the commencement of development within Phase 1, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.
- b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

The above condition is required to ensure appropriate wind mitigation measures are designed into the development.

Prior to the commencement of development within Phase 1, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- a) A finalised drainage layout showing all components, outfalls, levels and connectivity;
- b) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- c) 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 (2011), i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- d) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- e) Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- f) 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 45% climate change in any part of a building;
- g) 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.
- h) Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigations shall be carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in the locations and at the proposed depths of the proposed infiltration devices. The proposed attenuation shall achieve half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- i) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- j) CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- k) Hydraulic calculation of the proposed drainage system, including all parameters.
- l) Construction details of flow control and SuDS elements.

The approved details for Phase 1 shall be implemented before first occupation of Phase 1.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

The above conditions is required to ensure that an adequate drainage system is designed for the development.

No construction within Phase 1 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the City Council as local planning authority.

(1)'Radar Mitigation Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

The above condition is required to ensure that the development does not interfere with aircraft safety.

No development shall take place within Phase 1 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 1 commences.

Reason - In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

The above condition is required to ensure the development does not interfere with aircraft safety.

Prior to the commencement of development within Phase 1, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 1 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the

development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either before Phase 1 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 10 of the National Planning Policy Framework.

The above condition is required to ensure that an accurate baseline of television signal reception is achieved.

a. Prior to the commencement of development within Phase 1, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way, Chester Road and Great Jackson Street shall be submitted to and approved in writing by the City Council as local planning authority..

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units in Phase 1 are occupied.

. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

b. A post-completion verification report (including validation that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as Local Planning Authority before any of the dwelling units within Phase 1 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria with the criteria and proposed timescales for the implementation of those measures. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

The above condition is required to ensure that appropriate noise and overheating mitigation measures are designed into the scheme.

a) Prior to commencement of Phase 1 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 1 of the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

The above condition is required to ensure that adequate air quality mitigation measures are designed into the development.

a) Prior to the commencement of development within Phase 2, 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 Phase 2 shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the City Council as Local Planning Authority require further investigation, the Phase shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The approved Site Investigation Proposal shall be carried out before Phase 2 commences and thereafter a report prepared by the applicant outlining what measures, if any, are required to remediate the land (the Remediation Strategy) shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within Phase 2 commences, the development shall be carried out in accordance with the approved Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority following the carrying out of the measures in the approved Remediation Strategy.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present at any time during the development, then further development shall cease and/or Phase 2 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 approved Revised Remediation Strategy, which shall take precedence over any approved Remediation Strategy or earlier Revised Remediation Strategy (as the case may be).

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

The above condition is required to ensure that the presence of or the potential for any contaminated land and/or groundwater is detected before development gets underway.

No development works shall take place within Phase 2 of the development hereby approved until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
- b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16 of the National Planning Policy Framework.

The condition is required to ensure archaeological interests are protected.

a) Prior to the commencement of development within Phase 2, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction of Phase 2 of the development.

In this condition a Local Labour 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 Labour Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Labour Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month prior to construction work within Phase 2 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 to and approved in writing by the City Council as Local Planning Authority.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

The condition is required to ensure local labour is employed within the construction process.

Prior to the commencement of development within Phase 2, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles;

The development of Phase 1 shall be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

The above condition is required to ensure that development takes place in a satisfactory manner and the impacts of the construction process do not cause any unacceptable harm to residential amenity.

Prior to the commencement of development within Phase 2, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development of that phase shall be carried out in accordance with the approved details.

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.

The above condition is required in order to ensure that the materials as part of the development are acceptable.

a. Prior to the commencement of development within Phase 2, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

The above condition is required to ensure appropriate wind mitigation measures are designed into the development.

Prior to the commencement of development within Phase 2, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- m) A finalised drainage layout showing all components, outfalls, levels and connectivity;
- n) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- o) 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 with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- p) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- q) Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- r) 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 45% climate change in any part of a building;
- s) 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.
- t) Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigations shall be carried out under Building

Research Establishment Digest 365. Site investigations should be undertaken in the locations and at the proposed depths of the proposed infiltration devices. The proposed attenuation shall achieve half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.

- u) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- v) CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- w) Hydraulic calculation of the proposed drainage system, including all parameters.
- x) Construction details of flow control and SuDS elements.

The approved details for Phase 2 shall be implemented before first occupation of Phase 2.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

The above conditions is required to ensure that an adequate drainage system is designed for the development.

No construction within Phase 2 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2), has been submitted to and approved in writing by the City Council as local planning authority.

(1)'Radar Mitigation Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

The above condition is required to ensure that the development does not interfere with aircraft safety.

No development shall take place within Phase 2 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as local planning authority before the development of Phase 2 commences.

Reason - In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through

infringement of IFP, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

The above condition is required to ensure the development does not interfere with aircraft safety.

Prior to the commencement of development within Phase 2, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

- a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.
- b) Assess the impact of Phase 2 the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either Phase 2 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 10 of the National Planning Policy Framework.

The above condition is required to ensure that an accurate baseline of television signal reception is achieved.

- a. Prior to the commencement of development within Phase 2, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way, Chester Road and Great Jackson Street shall be submitted to and approved in writing by the City Council as local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units in Phase 2 are occupied.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

b. A post-completion verification report (including validation that the work undertaken throughout Phase 2 the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as Local Planning Authority before any of the dwelling units within Phase 2 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria with the criteria and proposed timescales for the implementation of those measures. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

The above condition is required to ensure that appropriate noise and overheating mitigation measures are designed into the scheme.

a) Prior to commencement of Phase 2 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 2 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

The above condition is required to ensure that adequate air quality mitigation measures are designed into the development.

a) Prior to the commencement of development within Phase 3, 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 Phase 3 shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the City Council as local planning authority require further investigation, Phase 3

shall not commence until a scheme for the investigation 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 approved Site Investigation Proposal shall be carried out before Phase 3 commences and thereafter a report prepared by the applicant outlining what measures, if any, are required to remediate the land (the "Remediation Strategy") shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase 3 commences, the development shall be carried out in accordance with the approved Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority following the carrying out of the measures in the approved Remediation Strategy.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present at any time during development, then further development shall cease and/or Phase 3 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 approved Revised Remediation Strategy, which shall take precedence over the approved Remediation Strategy or any earlier Revised Remediation Strategy (as the case may be).

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

The above condition is required to ensure that the presence of or the potential for any contaminated land and/or groundwater is detected before development gets underway.

No works shall take place within Phase 3 of the development hereby approved until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
- b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16 of the National Planning Policy Framework.

The condition is required to ensure archaeological interests are protected.

a) Prior to the commencement of development within Phase 3, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phases of Phase 3 the development.

In this condition a Local Labour 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 Labour Proposal; and
iii) measures to monitor and review the effectiveness of the Local Labour Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month prior to construction work within Phase 3 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 to and approved in writing by the City Council as Local Planning Authority.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

The condition is required to ensure local labour is employed within the construction process.

Prior to the commencement of development within Phase 3, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Types and frequency of vehicular demands;

*Routing strategy and swept path analysis;

*Parking of construction vehicles and staff; and

*Sheeting over of construction vehicles;

The development of phase 3 shall be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

The above condition is required to ensure that development takes place in a satisfactory manner and the impacts of the construction process do not cause any unacceptable harm to residential amenity.

Prior to the commencement of development within Phase 3, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development of that phase shall be carried out in accordance with the approved details.

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.

The above condition is required in order to ensure that the materials as part of the development are acceptable.

- a. Prior to the commencement of development within Phase 3, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.
- b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

The above condition is required to ensure appropriate wind mitigation measures are designed into the development.

Prior to the commencement of development within Phase 3, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- a. A finalised drainage layout showing all components, outfalls, levels and connectivity;
- b. Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

- c. 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 with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- d. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- e. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- f. 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 45% climate change in any part of a building;
- g. 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.
- h. Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigations shall be carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in the locations and at the proposed depths of the proposed infiltration devices. The proposed attenuation shall achieve half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- i. Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- j. CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- k. Hydraulic calculation of the proposed drainage system, including all parameters.
- l. Construction details of flow control and SuDS elements.

The approved details for Phase 3 shall be implemented before first occupation of Phase 3.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

The above conditions is required to ensure that an adequate drainage system is designed for the development.

No construction within Phase 3 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the Local Planning Authority.

(1)'Radar Mitigation Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

The above condition is required to ensure that the development does not interfere with aircraft safety.

No development shall take place within Phase 3 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 3 commences.

Reason - In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

The above condition is required to ensure the development does not interfere with aircraft safety.

Prior to the commencement of development within Phase 3, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 3 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of

this condition above. The measures identified must be carried out either before Phase 3 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 10 of the National Planning Policy Framework.

The above condition is required to ensure that an accurate baseline of television signal reception is achieved.

a. Prior to the commencement of development within Phase 3, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way, Chester Road and Great Jackson Street shall be submitted to and approved in writing by the City Council as local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units in Phase 3 are occupied.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

b. A post-completion verification report (including validation that the work undertaken throughout Phase 3 of the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as Local Planning Authority before any of the dwelling units within Phase 3 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria with the criteria and proposed timescales for the implementation of those measures. The measures to ensure compliance shall be carried out in accordance with the approved timescales. Those measures shall be implemented in full before any of the dwelling units within Phase 3 are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

The above condition is required to ensure that appropriate noise and overheating mitigation measures are designed into the scheme.

a) Prior to commencement of Phase 3 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 3 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

The above condition is required to ensure that adequate air quality mitigation measures are designed into the development.

a) Prior to the commencement of development within Phase 4, 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 Phase 4 shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the Local Planning Authority require further investigation, Phase 4 shall not commence until a scheme for the investigation and the identification of remediation measures (the "Site Investigation Proposal") has been submitted to and approved in writing by the Local Planning Authority.

The approved Site Investigation Proposal shall be carried out, before Phase 4 commences and thereafter a report prepared by the applicant outlining what measures, if any, are required to remediate the land (the "Site Remediation Strategy"), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase 4 commences, the development shall be carried out in accordance with the approved Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council, as Local Planning Authority following the carrying out of the measures in the approved Remediation Strategy.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present at any time before the Phase 4 is occupied, then further development shall cease and/or Phase 4 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 Local Planning Authority and the development shall be carried out in accordance with the approved Revised Remediation Strategy, which shall take precedence over the approved Remediation Strategy or earlier Revised Remediation Strategy (as the case may be).

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

The above condition is required to ensure that the presence of or the potential for any contaminated land and/or groundwater is detected before development gets underway.

No development works shall take place within Phase 4 of the development hereby approved until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
- b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16 of the National Planning Policy Framework.

The condition is required to ensure archaeological interests are protected.

a) Prior to the commencement of development within Phase 4, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phases of Phase 4 of the development.

In this condition a Local Labour 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 Labour Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Labour Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month prior to construction work within Phase 4 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 to and approved in writing by the City Council as Local Planning Authority.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

The condition is required to ensure local labour is employed within the construction process.

Prior to the commencement of development within Phase 4, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles;

The development of Phase 4 shall be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

The above condition is required to ensure that development takes place in a satisfactory manner and the impacts of the construction process do not cause any unacceptable harm to residential amenity.

Prior to the commencement of development within Phase 4, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development of that phase shall be carried out in accordance with the approved details.

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.

The above condition is required in order to ensure that the materials as part of the development are acceptable.

a. Prior to the commencement of development within Phase 4, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. The approved details shall then be fully implemented prior to first occupation of that Phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

The above condition is required to ensure appropriate wind mitigation measures are designed into the development.

Prior to the commencement of development within Phase 4, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

a. A finalised drainage layout showing all components, outfalls, levels and connectivity;

b. Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

c. 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 with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;

d. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

e. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

f. 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 45% climate change in any part of a building;

g. 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.

h. Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigations shall be carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in the locations and at the proposed depths of the proposed infiltration devices. The proposed attenuation shall achieve half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.

i. Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

j. CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.

k. Hydraulic calculation of the proposed drainage system, including all parameters.

l. Construction details of flow control and SuDS elements.

The approved details for Phase 4 shall be implemented before first occupation of Phase 4.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

The above conditions is required to ensure that an adequate drainage system is designed for the development.

No construction within Phase 4 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the Local Planning Authority.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

The above condition is required to ensure that the development does not interfere with aircraft safety.

No development shall take place within Phase 4 unless and an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 4 commences.

Reason - In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP.

The above condition is required to ensure the development does not interfere with aircraft safety.

Prior to the commencement of development within Phase 4, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 4 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either before Phase 4 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 10 of the National Planning Policy Framework.

The above condition is required to ensure that an accurate baseline of television signal reception is achieved.

a. Prior to the commencement of development within Phase 4, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way, Chester Road and Great Jackson Street shall be submitted to and approved in writing by the City Council as local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units in Phase 4 are occupied.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

b. A post-completion verification report (including validation that the work undertaken throughout Phase 4 of the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as Local Planning Authority before any of the dwelling units within Phase 4 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria with the criteria and proposed timescales for the implementation of those measures. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

The above condition is required to ensure that appropriate noise and overheating mitigation measures are designed into the scheme.

a) Prior to commencement of Phase 4 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 4 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

The above condition is required to ensure that adequate air quality mitigation measures are designed into the development.

Please confirm your agreement to the above conditions within 10 working days. If we do not hear from you within this period, we will impose the conditions on any permission. Please note that this information is provided without prejudice to any final decision in relation to this application.

If you would like any further information about this letter, please contact Lucy Harrison using the above details. Please quote the above reference number on any further correspondence.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Julie Roscoe', with a stylized, cursive script.

Julie Roscoe
Director of Planning, Building Control & Licensing