MANCHESTER CITY COUNCIL

Important – Planning permission & notices of consent

Compliance with conditions

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

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Southvalley Estates Limited
C/o Agent

Agent (if used)

Matthew Hard
WSP
8 First Street
Manchester
M15 4RP

Part 1 – Particulars of the application/development

Proposal: Erection of 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (192 sqm) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works following demolition of existing structures and buildings

Location: Land Bound By Gould Street, Williamson Street, Bromley Street And Bilbrook Street, Manchester, M4 4DD

Date of application: 16 November 2020

Application number: 128248/FO/2020

Part 2 – Particulars of decision

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

Article 35 Declaration

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

Condition(s) attached to this decision

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

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

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

Drawings

2277-PLA-XX-XX-DR-L-3001, 2277-PLA-XX-XX-DR-L-3002, 2277-PLA-XX-XX-DRL-3003, GDS-AHR-SO-00-DR-A-PL-003, GDS-AHR-SO-01-DR-A-PL-004, GDSAHR-SO-02-DR-A-PL-005, GDS-AHR-SO-03-DR-A-PL-006, GDS-AHR-SO-07-DRA-PL-007, GDS-AHR-SO-08-DR-A-PL-008, GDS-AHR-SO-10-DR-A-PL-009, GDSAHR-SO-12-DR-A-PL-010, GDS-AHR-SO-14-DR-A-PL-011, GDS-AHR-SO-30-DRA-PL-012, GDS-AHR-SO-B1-DR-A-PL-002, GDS-AHR-SO-B2-DR-A-PL-001, GDSAHR-SO-ZZ-DR-A-20-200, GDS-AHR-SO-ZZ-DR-A-20-201, GDS-AHR-SO-ZZ-DRA-20-202, GDS-AHR-SO-ZZ-DR-A-20-203, GDS-AHR-SO-02-DR-A-PL-013, GDSAHR-SO-02-DR-A-PL-014, GDS-AHR-SO-02-DR-A-PL-015, 2277-PLA-XX-XX-DRL-2000, 2277-PLA-XX-XX-DR-L-3000, GDS-AHR-P1-00-DR-A-PL-001, GDS-AHRP1-01-DR-A-PL-002, GDS-AHR-P1-02-DR-A-PL-003, GDS-AHR-P1-07-DR-A-PL005, GDS-AHR-P1-ZZ-DR-A-PL-004, GDS-AHR-P2-00-DR-A-PL-001, GDS-AHRP3-00-DR-A-PL-003, GDS-AHR-P3-01-DR-A-PL-004, GDS-AHR-P3-B1-DR-A-PL002, GDS-AHR-P3-B2-DR-A-PL-001, GDS-AHR-P3-ZZ-DR-A-PL-005, GDS-AHRP3-ZZ-DR-A-PL-006, GDS-AHR-P3-ZZ-DR-A-PL-007, GDS-AHR-P3-ZZ-DR-A-PL008, GDS-AHR-P4-00-DR-A-PL-003, GDS-AHR-P4-01-DR-A-PL-004, GDS-AHRP4-B1-DR-A-PL-002, GDS-AHR-P4-B2-DR-A-PL-001, GDS-AHR-P4-ZZ-DR-A-PL005, GDS-AHR-P4-ZZ-DR-A-PL-006, GDS-AHR-P4-ZZ-DR-A-PL-007, GDS-AHRP4-ZZ-DR-A-PL-008 and GDS-AHR-P4-ZZ-DR-A-PL-009 stamped as received bythe City Council, as Local Planning Authority, on the 13 November 2020

GDS-AHR-P1-XX-DR-A-28-101 REV 2, GDS-AHR-P1-XX-DR-A-28-102 REV 2, GDS-AHR-P1-XX-DR-A-28-103 REV 2, GDS-AHR-P1-XX-DR-A-28-104 REV 2, GDS-AHR-P1-XX-DR-A-28-105 REV 2, GDS-AHR-P2-XX-DR-A-28-101 REV 2, GDS-AHR-P2-XX-DR-A-28-102 REV 2, GDS-AHR-P2-XX-DR-A-28-103 REV 2, GDS-AHR-P3-XX-DR-A-28-101 REV 2, GDS-AHR-P3-XX-DR-A-28-102 REV 2, GDS-AHR-P3-XX-DR-A-28-103 REV 2, GDS-AHR-P4-XX-DR-A-28-101 REV 2, GDS-AHR-P4-XX-DR-A-28-102 REV 2 and GDS-AHR-P4-XX-DR-A-28-103 REV 2

stamped as received by the City Council, as Local Planning Authority, on the 19 January 2021

GDS-AHR-P1-XX-DR-A-20-101 REV 3, GDS-AHR-P1-XX-DR-A-20-102 REV 3, GDS-AHR-P1-XX-DR-A-20-103 REV 3, GDS-AHR-P1-XX-DR-A-20-104 REV 3, GDS-AHR-P1-ZZ-DR-A-PL-006 REV 2, GDS-AHR-P2-XX-DR-A-20-101 REV 3, GDS-AHR-P2-XX-DR-A-20-102 REV 3, GDS-AHR-P2-XX-DR-A-20-103 REV 3, GDS-AHR-P3-XX-DR-A-20-101 REV 3, GDS-AHR-P3-XX-DR-A-20-102 REV 3, GDS-AHR-P3-XX-DR-A-20-103 REV 3, GDS-AHR-P3-XX-DR-A-20-104 REV 3, GDS-AHR-P3-XX-DR-A-20-105 REV 3, GDS-AHR-P3-XX-DR-A-20-105 REV 3, GDS-AHR-P3-XX-DR-A-20-106 REV 3, GDS-AHR-P3-XX-DR-A-20-107 REV 3, GDS-AHR-P3-XX-DR-A-20-108 REV 3, GDS-AHR-P3-ZZ-DR-A-PL-009 REV 2, GDS-AHR-P4-XX-DR-A-20-101 REV 3 GDS-AHR-P4-XX-DR-A-20-102 REV 3 GDS-AHR-P4-XX-DR-A-20-103 REV 3, GDS-AHR-P4-XX-DR-A-20-104 REV 3, GDS-AHR-P4-XX-DR-A-20-105 REV 3, GDS-AHR-P4-XX-DR-A-20-106 REV 3, GDS-AHR-P4-XX-DR-A-20-107 REV 3, GDS-AHR-P4-XX-DR-A-20-108 REV 3, GDS-AHR-P4-XX-DR-A-20-109 REV 3, GDS-AHR-P4-XX-DR-A-20-110 REV 3,

GDS-AHR-P4-XX-DR-A-20-111 REV 3 and GDS-AHR-P4-ZZ-DR-A-PL-010 REV 2 stamped as received by the City Council, as Local Planning Authority, on the 1 March 2021

DR L 0001 P10, DR L 1000 P09, GDS-AHR-P2-01-DR-A-PL-002 REV 2, GDS-AHRP2-02-DR-A-PL-003 REV 2, GDS-AHR-P2-03-DR-A-PL-004 REV 2, GDS-AHR-P2-07-DR-A-PL-006 REV 2, GDS-AHR-P2-ZZ-DR-A-PL-005 REV 2 and GDS-AHR-P2-ZZ-DR-A-PL-006 REV 3 stamped as received by the City Council, as Local PlanningAuthority, on the 10 May 2021

GDS-AHR-SO-XX-DR-A-PL-101 Phasing Plan Phase 1, GDS-AHR-SO-XX-DR-APL-102 Phasing Plan Phase 2, GDS-AHR-SO-XX-DR-A-PL-103 Phasing Plan Phase 3 and GDS-AHR-SO-XX-DR-A-PL-104 Phasing Plan Phase 4 stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021

Supporting Information

Design and Access Statement, Landscape Design and Access Statement, Affordable Housing Statement, Heritage and Archaeology Desk Based Assessment, Broadband Connectivity Assessment, Crime Impact Statement, Bat Surveys, Statement of Community Engagement, Construction and Demolition Management Plan, Environmental Standards Statement, Blue and Green Infrastructure Statement, Ecology Appraisal, Local Labour Agreement, Residential Management Strategy, Planning Statement, Residential Standards, Transport Assessment, Framework Travel Plan, Tree Survey, Flood Risk Assessment and Drainage Strategy, Tall Buildings Assessment, Waste Management Assessment, Viability Assessment, TV Baseline Survey Report and Ventilation and Extract Statement.

stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020

Environmental Statement comprising:

ES Volume 1 Main Text:
- Chapter 1 - Introduction
- Chapter 2 - The Existing Site
- Chapter 3 - Description of the Proposed Development;
- Chapter 4 - Reasonable Alternatives Considered
- Chapter 5 - Approach to the EIA
- Chapter 6 - Socio-economics;
- Chapter 7 - Traffic and Transport;
- Chapter 8 - Townscape and Visual Impact;
- Chapter 9 - Noise and Vibration;
- Chapter 10 - Air Quality;
- Chapter 11 - Flood Risk and Drainage;
- Chapter 12 - Contaminated Land;
- Chapter 13 - Wind;
- Chapter 14 - Daylight, Sunlight and Overshadowing;
- Chapter 15 - Population and Human Health;
- Chapter 16 - Climate Change; and
- Chapter 17 - Cumulative Impacts.

ES Volume 2: Technical Appendices
Appendix 1.1: Environmental Statement Screening and Scoping Request
Appendix 1.2: Scoping Opinion

Appendix 5.1: Scoping Opinion Responses
Appendix 6.1: Socio-Economic Baseline
Appendix 7.1: Transport Assessment
Appendix 7.2: Framework Travel Plan
Appendix 7.3: Traffic Flow Analysis
Appendix 8.1: Townscape Baseline and Effects
Appendix 8.2: Visual Baseline and Effects
Appendix 8.3: TVIA Figures
Appendix 8.4: Baseline Viewpoints
Appendix 9.1: Noise Assessment
Appendix 10.1: Air Quality Assessment
Appendix 12.1: Remediation Statement
Appendix 12.2: Ecus Letter Report
Appendix 12.3: Phase 1 Geo-Environmental Assessment
Appendix 13.1: CFD Model of Wind Flow
Appendix 14.1: Daylight, Sunlight and Overshadowing Assessment
Appendix 16.1: Greenhouse Gases Legislative Framework
Appendix 17.1: Cumulative Effects
ES Volume 3: Figures
ES Volume 4: Non-Technical Summary

All stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020

Waste strategy stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

4) Notwithstanding the Environmental Statement. The Gasworks. New Town. Land off Gould Street Manchester. Prepared by WSP Ltd on behalf of Southvalley Estates Ltd including:

- Volume 1 Main Text. Report Ref: REP-DH-13.11.20-GWNTESVOL1. V1. [November 2020]
- Volume 2 Technical Appendices. Report Ref: REP-DH-09.11.20-GWNT-ES. VOL2. V1. [November 2020]
- Volume 3 Figures. Report Ref: REP-DH-09.11.20-GWNT-ES. VOL3. V1. [November 2020]
- Volume 4 Non-Technical Summary. REP-DH-13.11.20-GWNT-ES. VOL4. [November 2020]
-Flood Risk Assessment and Outline Drainage Strategy. Gasworks. Manchester. Prepared by BDP. Report Ref: 2277-BDP-RPT-C-001. Rev A. [7th September 2020]

-Appendix 12.1. Remediation Statement. Gould Street Manchester. Prepared by Entec Ltd on behalf of National Grid Property Holdings Ltd. [15th March 2010]
-Appendix 12.2. Ecus Letter Report. Letter Ref: AG-6656-151125-ID-E. [25th November 2020]
-Appendix 12.3. Phase 1 Geo-Environmental Assessment. The Gasworks. New Town. Prepared by ECUS Ltd. Report Ref: 13863-P1. V2. [29th October 2020]

All stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, no development shall commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the entire site:

- Preliminary risk assessment which has identified

o All previous uses
o Potential contaminants associated with those uses
o A conceptual model of the site indicating risks arising from contamination at the site

- Review of the previous remediation strategy undertaken at the site

- Submission of Site Investigation Proposals and Risk Assessment Report - to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
- Submission of a Remediation Strategy including full details of the remediation measures required and how they are to be undertaken

The remediation of the entire site shall be carried out in accordance with the approved strategy and shall not be phased.

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 EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

5) Prior to the occupation of the residential element of any phase of the development, and following completion of the remediation strategy approved as part of condition (4), a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

6) 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 for approval 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. The approved strategy shall then be implemented and then verified as required by part (b) of condition 5.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

7) Prior to any works to the arch on the southern boundary of the site, as outlined in the Bat Survey stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, a method statement shall be submitted to the City Council, as Local Planning Authority, providing details of measures to mitigate and compensate the loss of the bat roost. The agreed method statement and mitigation strategy shall be implemented prior to any works to the arch.

Reason - In the interest of mitigating against the loss of the existing bat roost pursuant to policy EN15 of the Manchester Core Strategy (2012).

8) The phasing of the development shall be carried out in accordance with drawings GDS-AHR-SO-XX-DR-A-PL-101 Phasing Plan Phase 1, GDS-AHR-SO-XX-DR-APL-102 Phasing Plan Phase 2, GDS-AHR-SO-XX-DR-A-PL-103 Phasing Plan Phase 3 and GDS-AHR-SO-XX-DR-A-PL-104 Phasing Plan Phase 4 stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021.

Reason - The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

9) No phase of the development shall commence until details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of that phase of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, pilling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

10) Notwithstanding the Flood Risk Assessment & Outline Drainage Strategy Report 2277-BDP-RPT-C-001 stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, (a) No phase of the development shall commence until a scheme for the drainage of surface water from that phase has been submitted for approval in writing by the City Council as the Local Planning Authority.
This shall include:

- Maximise the use of green SuDS solution (that is either utilising infiltration or attenuation) within the drainage layout where practicable;

- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving 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 (as follows) is required;

- 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 the critical 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building; using a maximum total site discharge rate of 46.29l/s (as per Flood Risk Assessment & Outline Drainage Strategy Report 2277- BDP-RPT-C-001)

- 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.

- 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.
- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control, attenuation features and SuDS elements.

(b) Each phase of development shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of a phase (save for the enabling works phase) a verification report for that phase shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) No development groundworks shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological works have been undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the City Council, as Local Planning Authority.

The WSI shall cover the following:

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

- more detailed historical assessment
- a historic building survey.
- archaeological evaluation through trial trenching.

- informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)

2. A programme for post investigation assessment to include:

- production of a final report on the investigation results.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. A scheme to display the site's industrial heritage.

5. Dissemination of the results of the archaeological investigations for the benefit of the local and wider community in the form of a Greater Manchester Past Revealed booklet or/and academic article).

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

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

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

12) No phase of the development shall commence until a detailed construction management plan outlining working practices during construction for that phase of the development has been submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

o Display of an emergency contact number;
o Details of Wheel Washing;
o Dust and dirt suppression measures;
o Highway dilapidation survey;
o Compound locations where relevant;
o Consultation with local residents;
o Location, removal/loading, storage and recycling of waste, plant and materials;
o Routing strategy and swept path analysis including details to ensuring that construction vehicles are one-way along Gould Street via Dantzic Street;
- Agreement on construction working hours;
o Parking of construction vehicles and staff;
o Sheeting over of construction vehicles;
o The retention of 24 hour unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signaling and communications cables for the Metrolink during construction and when the development becomes operational; and
o Method to control cranes oversailing the tramway

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.

Each phase shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and the safety and operations of the adjacent tramway, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

13) Prior to the commencement of development (including any associated demolition works) in phases 3 and 4 of the development, a strategy to ensure there are no adverse effects on the adjacent viaduct structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This strategy shall include detailed design (including the results of any structural surveys) and the proposed viaduct monitoring regime during construction of these phases. The approved strategy shall be implemented for the duration of the construction activities associated with these phases.

Reason - In the interest of ensuring the development does not effect the safe operation of the adjacent tramway and viaduct pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) Prior to the commencement of any construction works that are required to be out greater than 1 metre deep within 1 metres of the Metrolink operational boundary, including piling works, a method statement shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of any track monitoring. The construction works shall be carried out in accordance with this method statement.

Reason - In the interest of ensuring the development does not effect the safe operation of the adjacent tramway and viaduct pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

15) Prior to the commencement of any development within each phase, all materials to be used on all external elevations of that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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.

16) The window reveals and soffits for the development shall be carried out in accordance with drawings GDS-AHR-P1-XX-DR-A-28-101 REV 2, GDS-AHR-P1-XX-DR-A-28-102 REV 2, GDS-AHR-P1-XX-DR-A-28-103 REV 2, GDS-AHR-P1-XXDR-A-28-104 REV 2, GDS-AHR-P1-XX-DR-A-28-105 REV 2, GDS-AHR-P2-XX-DRA-28-101 REV 2, GDS-AHR-P2-XX-DR-A-28-102 REV 2, GDS-AHR-P2-XX-DR-A28-103 REV 2, GDS AHR-P3-XX-DR-A-28-101 REV 2, GDS-AHR-P3-XX-DR-A-28-102 REV 2, GDS-AHR-P3-XX-DR-A-28-103 REV 2, GDS-AHR-P4-XX-DR-A-28-101 REV 2, GDS-AHR-P4-XX-DR-A-28-102 REV 2 and GDS-AHR-P4-XX-DR-A-28-103 REV 2 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2021

This includes the extent of the window reveals and detailing will be as follows:

- Minimum window reveal 300mm;
- Brickwork to Soffits of all windows.

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

17) a) Prior to the commencement of a phase of development, details of a Local Benefit Proposal, in order to demonstrate commitment to
recruit local labour for the duration of the construction that phase 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 associated with each phase 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).

18) Prior to any above ground works of a phase, details of the boundary treatment shall for that phase be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then be implemented as part of the phase and be in place prior to the first occupation of that phase of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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.

19) Prior to the first occupation of a phase hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and

- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

20) The development hereby approved shall be carried out in accordance with the Energy Strategy and ES stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020. A post construction review certificate/statement for each phase shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase. This review shall include a strategy to phase the natural gas elements out of the development including a mechanism for this to be reviewed with the City Council, as Local Planning Authority, at an agreed point in the future.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

21) Notwithstanding drawings DR L 0001 P10 and DR L 1000 P09, landscape design and access, 2277-PLA-XX-XX-DR-L-3001, 2277-PLA-XX XX-DR-L3002 and 2277-PLA-XX-XX-DR-L-3003 statement stamped as received by the City Council, as Local Planning Authority, on the 10 May 2021 and 13 November 2020 respectively, (a) prior to the first occupation of each phase details of a hard and soft landscaping scheme (including appropriate materials, specifications) for that phase shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme for each phase shall be implemented prior to the first occupation of the residential element of each phase. 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 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 SP1, EN9 and DM1 of the Core Strategy.

22) Prior to the first occupation of the residential element of each phase, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy

23) Notwithstanding the ES Vol 1, Chapter 9 and ES vol 2 Appendix 9.1 stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, (a) Prior to the first occupation of each phase of the development hereby approved (save for the enabling works phase), details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (Laeq) below the typical background (LA90) level at the nearest noise sensitive location.

(b) Prior to the first occupation of each phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

24) (a) Notwithstanding the ES Vol 1, Chapter 9 and ES vol 2 Appendix 9.1 stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, prior to the first use of commercial units in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, a scheme of acoustic insulation for that commercial unit within each phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of the commercial unit within phase 4, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) Notwithstanding the ES Vol 1, Chapter 9 and ES vol 2 Appendix 9.1 stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, (a) prior to the commencement of development of each phase of the development, a scheme for acoustically insulating the proposed residential accommodation within that phase of the development against noise from Gould Street, Bilbrook Street, local traffic network and the adjacent railway/tram line shall be submitted for approval in writing by

the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the phase of development.

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 will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (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 L Aeq
Gardens and terraces (daytime) 55 dB L Aeq (where practically possible)

(b)Prior to the first occupation of each phase of the development, a verification report for that phase of development will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

26) The residential element of the scheme shall be carried out in accordance with drawings GDS-AHR-SO-02-DR-A-PL-013, GDS-AHR-SO-02-DR-A-PL-014, GDSAHR-SO-02-DR-A-PL-015 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 and Waste strategy stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020.

The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

27) Prior to the first use of commercial units in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2 - DR-A-PL001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, details of the location and a waste management strategy for that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the commercial elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

28) Prior to the first use of commercial units in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL001 stamped as

received by the City Council, as Local Planning Authority, on the 13 November 2020, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

29) Prior to the first use of commercial units in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of each commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

30) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of each phase, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

31) 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 21 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.

32) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

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

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

33) The commercial units as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 hereby approved, shall not be open outside the following hours:-

Monday to Saturday 08.00hrs - 23.00hrs
Sundays 09.00hrs - 23.00hrs

There shall be no amplified sound or any amplified music at any time within the units.

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.

34) Each commercial unit, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

35) The commercial unit in phases 3 and 4, as shown on drawings GDS-AHR-P3- B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 can be occupied as Class E (excluding convenience retail) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012)

36) In the event that any of the commercial unit in phases 3 and 4, as shown on drawing GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 is occupied as a café/restaurant, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

o Dispersal policy;
o Mechanism for ensuring windows and doors remain closed after 9pm

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

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

37) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the residential development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, 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.

38) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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; 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.er and the guidance contained within the National Planning Policy Framework.

39) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of each phase of the development (save for the enabling works phase) the Council as Local Planning Authority must acknowledge 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.

40) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020.

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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

Within six months of the first occupation of each phase, a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

41) Prior to the first occupation of the residential element within each phase of the development details of the cycle provision for that phase (including cycle hire scheme), shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details for that phase shall then be implemented prior to the first occupation of the residential element within that phase and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

42) Prior to the first occupation of the residential element of each phase the car parking layout for that phase as indicated on drawings GDS-AHR-P1-00-DR-A-PL001, GDS-AHR-P2-00-DR-A-PL-001, GDS-AHR-P3-B1-DR-A-PL-002 and GDSAHR-P4-B1-DR-A-PL-002 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

43) Prior to the first occupation of the residential element of each phase, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Introduction of speed restrictions (20mph) and traffic calming (including signage and lining) measures to the surrounding road network (including Gould Street, Wiliamson Street, Bromley Street and Willimason Street);
- Introduction of on street car club bay in the vicinity of the site and loading bay to Bromley Street,
- SCOOT validation;
- Traffic Regulation Order (TRO) review of the surrounding road network and introduction of a revised TRO scheme to manage on street parking;
- Cycle and pedestrian audit of the surrounding area and identification of improvement measures;
- Creation of means of access, tactile paving, kerb upstands, resurfacing of footways and other improvement and alterations to the public realm around the application site (to be informed by the cycle and pedestrian audit);
- Introduction of 'give way' markings at the junctions;
- Widening of Bromley Street 9between the service road and Burstock Street and Bromley Street); and
- Installation of street trees and cutting back overgrown vegetation

The approved scheme for each phase shall be implemented and be in place prior to the first occupation of the residential element of each phase and thereafter retained and maintained in situ.

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).

44) Prior to the first occupation of the car park for each phase of development, a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented for as long as the development is occupied.

Reason - To ensure that management arrangements are in place for the car parkin and its access pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

45) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, within one month of the practical completion of each phase (save for the enabling works phase), 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 a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing 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 - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

46) Prior to the first occupation of the residential element of each phase, the installation 7kw electric car charging points shall be fitted to each car parking space shown on drawings GDS-AHR-P1-00-DR-A-PL-001, GDS-AHR-P2-00-DR-A-PL-001, GDS-AHR-P3-B1-DR-A-PL-002 and GDS-AHR-P4-B1-DR-A-PL-002 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 shall be implemented and remain available for as long as the development is in use.

Verification of the installation shall be submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the residential accommodation within each phase.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

47) Prior to the first occupation of each phase, details of bird and bat boxes to be provided (including location and specification) in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012)

48) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development in located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

49) Prior to the first occupation of each phase of the development a signage strategy for the entire buildings within that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

50) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, 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.

51) The development hereby approved shall include for full disabled access to be provided to the internal courtyard and communal walkways and via the main entrances and to the floors above.

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

52) If the development is brought forward in phases, as detailed within condition 8, prior to the commencement of phase one of the development, an interim land treatment straetgy for all other land not within phase one (i.e. phases two, three and four) shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of landscaping, boundary treatment and management of all other phases whilst phase one is under construction.

The approved straetgy shall be implemented prior to the commencement of development at phase one and thereafter retained and maintained.

Reason - In the interest of visual amenity for the wider site whilst the early phases are under construction pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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.

- A protected species License may be required to be obtained from Natural England before any work could be undertaken which could cause harm to bats.
- The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

Date: 12 December 2023

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

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

Notes

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

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

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

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

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

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

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

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

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

Right of challenge on planning application decision

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

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

- Procedural irregularity
- Irrationality
- Illegality

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

Appendix A

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

Standing Advice valid from 1st January 2023 until 31st December 2024