

Important – Planning permission & notices of consent

Compliance with conditions

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

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Mr Tristham Taylor
Premier Inn Hotels Ltd & Dominvs Project
Company 20 Ltd
14A Shouldham Street
London
W1H 5FJ

Agent (if used)

Mr Ollie Thomas
Turley
1 New York Street
Manchester
M1 4HD

Part 1 – Particulars of the application/development

Proposal: Demolition of the existing hotel building and structures and redevelopment of the site to comprise two separate buildings: one 13 storey office building with commercial unit (Use Class E) at ground floor; a part 11, part 38 storey building comprising 1,014 purpose built student accommodation units (sui generis) with ground floor office/community uses (Use Class E, F1 or F2); and associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.

Location: One Medlock Street, Manchester, M15 5FJ

Date of application: 29 November 2022

Application number: 135419/FO/2022

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

In assessing the merits of an application for planning permission officers seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to highways, wind mitigation, aviation safeguarding and amenity.

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:

100_MP_00_1000 Rev A Existing Site Location Plan
100_MP_00_1001 Existing Site Plan
100_MP_00_1100 Demolition Site Plan
100_MP_00_1200 Rev A Proposed Site Plan
100_MP_02_2200 Rev K Ground Floor Proposed Site Plan
100_MP_02_2201 Rev D First Floor Proposed Site Plan
100_MP_02_2238 Rev B Roof Plan Proposed Site Plan
100_MP_04_2200 Proposed Site Elevations North (River Street)
100_MP_04_2201 Rev C Proposed Site Elevations East (Medlock Street)
100_MP_04_2202 Rev F Proposed Site Elevations South (Mancunian Way)
100_MP_04_2203 Rev C Proposed Site Elevations West (Edge Street)
100_MP_05_2200 Rev D One Medlock Street Section AA

100_B1_02_2200 Rev E Block B Ground Floor GA Plan
100_B1_02_2200M Rev C Block B Mezzanine Floor GA Plan
100_B1_02_2201 Rev E Block B First Floor GA Plan
100_B1_02_2202 Rev C Block B 2nd-10th Floor GA Plan
100_B1_02_2211 Rev B Block B 11th Floor GA Plan
100_B1_02_2212 Rev B Block B 12th-17th, 19th-24th, 26th-36th Floor GA Plan
100_B1_02_2218 Rev B Block B 18th & 26th Floor GA Plan
100_B1_02_2237 Rev C Block B 37th Floor GA Plan
100_B1_02_2238 Rev B Block B Roof GA Plan
100_B1_04_2202 Rev E Proposed Elevation Block B East (Service Area)
100_B1_05_2200 Rev E Block B Section BB
100_B1_10_4201 Rev B Block B Bay Study 01 Long Tower Elevation
100_B1_10_4202 Rev C Block B Bay Study 02 Short Tower Elevation

100_B2_02_2199 Rev C Block A Basement GA Plan
100_B2_02_2200 Rev E Block A Ground Floor GA Plan
100_B2_02_2201 Rev D Block A First Floor GA Plan
100_B2_02_2202 Rev C Block A 2nd-11th Floor GA Plan
100_B2_02_2212 Rev C Block A 12th Floor GA Plan
100_B2_02_2213 Rev C Block A 13th Floor GA Plan
100_B2_02_2214 Rev C Block A Roof Plan GA
100_B2_04_2203 Rev E Proposed Elevation Block A West (Service Area)
100_B2_05_2201 Rev C Block A Section CC
100_B2_10_4200 Rev C Block A Bay Study 01, River Street
100_B2_10_4201 Rev C Block A Bay Study 02, Medlock Junction External Balcony
100_B2_10_4202 Block A Bay Study 03, Medlock Junction External Balcony

2072-PLA-XX-XX-DR-L-0011 Rev P02 Phasing Plan 01 - Office Building
2072-PLA-XX-XX-DR-L-0012 Rev P02 Phasing Plan 02 - PBSA Building
2071-PLA-XX-XX-DR-L-0003 Rev P06 Landscape Masterplan GA
2071-PLA-XX-XX-DR-L-1000 Rev P02 Hardworks
2071-PLA-XX-XX-DR-L-2000 Rev P03 Softworks
2072-PLA-XX-XX-DR-L-0017 Rev P01 Footpath Widths

5811-RAM-XX-XX-SK-D-0006 Rev P03 Proposed Drainage Strategy

5016684 RDG XX 00 SR ME 511000 P02 Mechanical & Electrical Services

Environmental Statement Non-Technical Summary dated November 2021;
Environmental Statement: Volume 1 dated November 2021;
Environmental Statement: Volume 2 dated October 2021;
Environmental Statement: Volume 3 Townscape and Visual Impact Assessment;
Environmental Statement: Volume 4 Appendices;

Wind Microclimate Report ref: 0900171rep5v4 dated 14 October 2022 by Arcaero;
Design and Access Statement Issue No. 05 dated 24/11/22 by Jon Matthews Architects
Planning & Tall Building Statement DOMM3002 Turley
Archaeological Desk Based Assessment SA/2019/46 University of Salford
BREEAM Preassessment Report October 2022 Ridge
Biodiversity Net Gain Assessment by Greengage Report Ref:
551267cm01Sept22DV01_BIA dated October 2022
Preliminary Ecological Appraisal by Greengage dated September 2022
Broadband Connectivity Assessment Issue: 1.0 GTech Surveys
Circular Economy Statement DOMM3002 Turley
Contaminated Land Interpretative Report 5811-RAM-XX-XX-RP-YE-00002 Ramboll
Contaminated Land Desk Study 5811-RAM-XX-XX-RP-YE-0001 Ramboll
Crime Impact Statement 2019/0490/CIS/03 Greater Manchester Police
Energy Strategy Report 18.10.2022 Ridge
Environmental Standards Statement October 2022 Ridge
Fire Strategy Statement FS 001.1 Design Fire Consultants
Combined Flood Risk and Drainage Strategy 5811-RAM-XX-XX-RP-D-0001 Ramboll
Geo-Environmental Factual Report MAN.160.001.GE.R.001.A Enzygo
Outline Construction Management Plan One Medlock Street Cumming
Socio-Economic Regeneration Impact Statement DOMM3002 Turley
Student Accommodation Management Plan One Medlock Street CRM
Arboricultural Impact Assessment Version 1 Amenity Tree Care
Tree Survey and Constraints Report One Medlock Street Amenity Tree Care
Television and Radio Reception Impact Assessment Issue 1.0 GTech Surveys
Ventilation Strategy Report October 2022 Ridge
Waste & Servicing Strategy Ref: VN91290 dated October 2022 by Vectos
Green and Blue Infrastructure Strategy 2071-ID-000-09-02 Planit I.E
Geotechnical Interpretative Report 5811-RAM-XX-XX-RP-GE-0001 Ramboll
Framework Travel Plan VN91290 Vectos
Transport Assessment VN91290 Vectos
Local Labour Agreement Dominvs
AVO Assessment dated 30/03/2023 by Cundall
Agent email (Andrew Bickerdike to Lucy Harrison and Dave Roscoe) dated 14 May 2023

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 works to trees or shrubs shall occur or demolition commence during the main bird breeding season between 1 March and 31 August inclusive in any year, unless a competent suitably experienced 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 should 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.

4) If within six months of commencement of the demolition of the buildings/structures on the site, a contract for the redevelopment of either phase of the site for which planning permission has been granted has not been submitted to and approved in writing by the City Council as local planning authority, the site shall be treated in accordance with a scheme setting out how the site shall be landscaped and maintained that has been submitted to and approved in writing by the City Council as local planning authority. The site shall be landscaped and maintained in accordance with the approved scheme thereafter.

Reason - In the interests of the amenity of the area, pursuant to policies EN9, EN15, and DM1 of the Core Strategy.

5) The window(s) at ground level, fronting onto River Street, Edge Street and Medlock Street shall be retained as a clear glazed window openings 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.

6) No externally mounted telecommunications equipment shall be mounted on any part of the development including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

7) Foul and surface water shall be drained on separate systems until such point that they outfall into the existing combined sewer within River Street.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

8) The development hereby approved shall include for full disabled access to be provided to the public realm and via the main entrances to the buildings and to the floors above.

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

9) External doors shall not open outwards onto the public highway.

Reason - In the interests of pedestrian safety, pursuant to Policy DM1 of the Core Strategy.

10) a) Prior to the commencement of development within the Block A phase, 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 that phase shall be submitted to and approved in writing by the 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, 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 measures for investigating the site Phase identified in the Site Investigation Proposal shall be carried out, before the Phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within the Block A phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority.

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 phase is occupied, then development shall cease and/or the development phase 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 Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

11) Prior to the commencement of development in the Block A phase, with the exception of site clearance and demolition, a programme of archaeological works shall be undertaken in accordance with a Written Scheme of Investigation (WSI) that has been 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 that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation (subject to a revised WSI).
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.

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

Reason - 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, Paragraph 199 of the National Planning Policy Framework.

12) a) Prior to the commencement of the Block A phase, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the construction phase of Block A shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phase 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; and
- 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 of the first occupation of Block A, details of the results of the scheme shall be submitted for consideration.

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

13) a) Prior to first occupation of the offices, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the operation elements of the office development shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the occupation phase 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; and
- 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 six months of the first occupation of the development, details of the results of the scheme shall be submitted for consideration.

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

14) Prior to the commencement of development within the Block A phase, 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;
- *Phasing and quantification / classification of vehicular activity associated with planned construction with commentary on types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles;

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

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

15) Prior to the commencement of development within the Block A phase, 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. 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 in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

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

16) a) Prior to above ground works for the Block A phase, with the exception of site clearance and demolition, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. baseline samples and specifications of all materials to be used on all external elevations;
- ii. drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and
- iii. a programme for the production of the 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.

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

The development 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.

17) Notwithstanding the details shown on the approved drawings, prior to the commencement of development of the Block A phase, with the exception of site clearance and demolition, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting;
- (vii) Details of any external steps and handrails;
- (viii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
- (ix) All the features required for wind mitigation as set out in the Wind Microclimate Report dated 14 October 2022 by Arcaero (Environmental Statement Volume 4 Appendix E);
- (x) A site layout plan showing all pedestrian routes within the site being a minimum width of 1.8m.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development

Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

18) No development within the Block A phase shall take place, with the exception of site clearance and demolition, until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to avoid/dischage the above drainage condition the following additional information has to be provided:

i. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

ii. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);

iii. A finalised drainage layout showing all components, outfalls, levels (including proposed ground and finished floor levels in AOD) and connectivity. Locations of drainage components must demonstrate that they can be maintained for the lifetime of the development.

iv. 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. The following rates are acceptable to the LLFA: "proposed development discharge rates" in Table 8.1 of One Medlock Street Combined Flood Risk & Drainage Strategy (Document Number 5811-RAM-XX-XX-RP-D-0001).

v. The FRA shall be updated to include an assessment of groundwater flood risk to the basement levels informed by site investigations. Details of any proposed resistance/resilience measures where required;

vi. 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;

vii. 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 40% climate change in any part of a building;

viii. 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.

ix. 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 connection points will suffice.
Incorporate mitigation measures to manage the risk of sewer surcharge where applicable.

x. Where diversions of the public sewer are proposed, agreement in principle to the proposed diversion and easements from United Utilities is required. An email of acceptance of proposed diversion and easement layout will suffice.

xi. Hydraulic calculation of the proposed drainage system;

xii. Construction details of flow control and SuDS elements.

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.

19) No development within the Block A phase shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of Block A and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

b. As built construction drawings if different from design construction drawings;

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

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

20) Prior to the commencement of development within the Block A phase, studies containing the following 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.

a) Measure the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment Issue 1.0 by GTech Surveys 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 the development on television signal reception within the potential impact area identified in (a) 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 (a) above. The measures identified must be carried out either before the building 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 5 of the National Planning Policy Framework.

21) No construction shall commence within the Block A phase, with the exception of site clearance and demolition, until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), has been agreed with the Operator(2) and approved in writing by the City Council as 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 aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

22) No development in the Block A phase shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved Scheme.

(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 aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

23) Notwithstanding the approved details, the development within the Block A phase shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

Prior to first occupation of the development within the Block A phase, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

24) No part of the site outside the building within the Block A phase shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

25) a) Notwithstanding the approved details, prior to first occupation of the Block A phase, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of the Block A phase, a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

26) Prior to first occupation of Block A hereby approved, the following air quality mitigation measures shall be fully implemented and shall remain in situ whilst the development is in operation:

- a. provision of a Travel Plan to encourage sustainable modes of transport to and from the development;
- b. provision of green infrastructure throughout the development site to absorb pollution and increase deposition rates; and
- c. provision of Electric Vehicle (EV) charging points for all car parking spaces within the development.

Verification of the implementation of the above measures shall be submitted to and approved in writing by the City Council as local planning authority prior to first occupation of Block A.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

27) The Waste & Servicing Strategy Ref: VN91290 dated October 2022 by Vectos relating to the Block A phase of the development shall be implemented as part of the Block A phase of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

28) During the operational phase of Block A, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

29) a. External lighting within the Block A phase of the development shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to installation of the lighting.

b. Prior to occupation of the Block A phase of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and timescales for implementation.

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.

30) The ground floor commercial unit within Block A shall not be occupied unless and until the opening hours of the proposed use have been agreed in writing by the City Council as local planning authority. That use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

31) Fumes, vapours and odours shall be extracted and discharged from any hot food use of the ground floor commercial unit within Block A in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

32) Development within the Block A phase hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement 2019/0490/CIS/03 by Greater Manchester Police, as relevant to that phase. No building within the Block A phase shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

33) No part of the Block A phase of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

34) No part of the Block A phase of the development shall be occupied unless and until the eight car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

35) The wind mitigation measures set out in the Wind Microclimate Report ref: 0900171rep5v4 dated 14 October 2022 by Arcaero within Volume 4 of the Environmental Statement as amended by drawing number 2071-PLA-XX-XX-DR-L-0003 Rev P06 Landscape Masterplan GA shall be implemented in full before first occupation of the Block A 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.

36) a) Before first occupation of the Block A phase of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local

planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of first occupation of the Block A phase of the development, the results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

37) a) Prior to first occupation of the Block A phase of the development, a scheme of highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority and shall include the following:

- i) A signalised pedestrian crossing providing access across Medlock Street, unless already installed by a third party;
- ii) The relocation of parking bays on River Street and widening of pavements;
- iii) The street tree planting along Medlock Street and River Street;
- iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;
- v) Reinstatement of redundant access points as continuous footway
- vi) Provision of tactile paving and dropped kerbs at junctions serving the site;
- vii) Details of the shared-surface design in the vicinity of the proposed vehicular egress junction from the site;
- viii) A visibility-splay assessment of the proposed vehicular egress junction from the site;
- ix) Demarcation of cycle lanes on the highway within the site;
- x) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

b) The highway works approved under part a) of this condition shall be implemented in accordance with the approved details prior to any part of the development first being occupied and shall be retained thereafter.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

38) Vehicular access to the Block A phase of the development for servicing, disabled parking, emergency and drop-off/pick-up vehicles shall take place in accordance with details to be submitted to and approved in writing by the City Council as local planning authority prior to the development within the Block A phase commencing (with the exception of site clearance and demolition works).

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

39) Before first occupation of the Block A phase of the development, a signage strategy for that phase shall be submitted to and agreed in writing by the City Council as local planning authority. All signage displayed at the property shall accord with the approved details.

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

40) The offices hereby approved as part of Block A shall be used only as offices to carry out any operational or administrative functions as set out under part (g)(i) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 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 do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

41) The commercial unit hereby approved as part of Block A shall be used only for purposes set out under parts (a), (b), (c) and (e) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 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 do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

42) If after six months of the first occupation of Block A, a contract for the development of the Block B phase for which planning permission has been granted has not been submitted to and approved in writing by the City Council as local planning authority, the Block B phase of the site shall be treated in accordance with a scheme setting out how the site shall be landscaped and maintained that has been submitted to and approved in writing by the City Council as local planning authority. Thereafter the site shall be landscaped and maintained in accordance with the approved scheme.

Reason - As the development is to be carried out in a phased manner and to ensure the upgrading/redevelopment of the whole site takes place, pursuant to Policy DM1 of the Core Strategy.

43) a) Prior to the commencement of development within the Block B phase, 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 that phase shall be submitted to and approved in writing by the 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, 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 measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within the Block B phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority.

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 phase is occupied, then development shall cease and/or the development phase 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 Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

44) Prior to the commencement of development in the Block B phase, with the exception of site clearance and demolition, a programme of archaeological works shall be undertaken in accordance with a Written Scheme of Investigation (WSI) that has been 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 that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation (subject to a revised WSI).
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.

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

Reason - 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, Paragraph 199 of the National Planning Policy Framework.

45) Prior to the commencement of development within the Block B phase, 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;
- *Phasing and quantification / classification of vehicular activity associated with planned construction with commentary on types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles;

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

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

46) a) Prior to the commencement of the Block B phase, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the construction phase of Block B shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phase 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; and
- 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 of the first occupation of Block B, details of the results of the scheme shall be submitted for consideration.

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

47) a) Prior to first occupation of Block B, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the operation elements of Block B shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the occupation phase 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; and
- 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 six months of the first occupation of Block B, details of the results of the scheme shall be submitted for consideration.

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

48) Prior to the commencement of development within the Block B phase, 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. 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 in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

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

49) a) Prior to above ground works for the Block B phase, with the exception of site clearance and demolition, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. baseline samples and specifications of all materials to be used on all external elevations;
- ii. drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and
- iii. a programme for the production of the 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.

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

The development 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.

50) (a) Prior to the commencement of development of the Block B phase, with the exception of site clearance and demolition, a programme of procurement for the design of the artwork for the proposed art wall shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The final details of the art wall shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme agreed in part (a) above.

The development 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.

51) Notwithstanding the approved details, prior to the commencement of development of Block B and its phase, with the exception of site clearance and demolition, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting;
- (vii) Details of any external steps and handrails;
- (viii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.
- (ix) All the features required for wind mitigation as set out in the Wind Microclimate Report dated 14 October 2022 by Arcaero (Environmental Statement Volume 4 Appendix E);

(x) A site layout plan showing all pedestrian routes within the site being a minimum width of 1.8m.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

52) (a) No development within the Block B phase shall take place, with the exception of site clearance and demolition, until a scheme of surface water drainage works for that phase (which shall be in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards) and timescales for implementation of the scheme have been submitted to and approved in writing by the City Council as local planning authority. The scheme shall include the following information:

i. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

ii. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);

. A finalised drainage layout showing all components, outfalls, levels (including proposed ground and finished floor levels in AOD) and connectivity. Locations of drainage components must demonstrate that they can be maintained for the lifetime of the development.

iv. 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. The following rates are acceptable to the LLFA: "proposed development discharge rates" in Table 8.1 of One Medlock Street Combined Flood Risk & Drainage Strategy (Document Number 5811-RAM-XX-XX-RP-D-0001).

v. The FRA shall be updated to include an assessment of groundwater flood risk to the basement levels informed by site investigations. Details of any proposed resistance/resilience measures where required;

vi. 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;

vii. 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 40% climate change in any part of a building;

viii. 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.

ix. 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 connection points will suffice.

Incorporate mitigation measures to manage the risk of sewer surcharge where applicable.

x. Where diversions of the public sewer are proposed, agreement in principle to the proposed diversion and easements from United Utilities is required. An email of acceptance of proposed diversion and easement layout will suffice.

xi. Hydraulic calculation of the proposed drainage system;

xii. Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details and timescales.

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.

53) No development within the Block B phase shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of Block B and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

b. As built construction drawings if different from design construction drawings;

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

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

54) Prior to the commencement of development within the Block B phase, studies containing the following 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.

a) Measure the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment Issue 1.0 by GTech Surveys 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 the development on television signal reception within the potential impact area identified in (a) 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 (a) above. The measures identified must be carried out either before the building 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 5 of the National Planning Policy Framework.

55) No construction shall commence within the Block B phase, with the exception of site clearance and demolition, until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), has been agreed with the Operator(2) and approved in writing by the City Council as 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 aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

56) Notwithstanding the approved details, the development within the Block B phase shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

Prior to first occupation of the development within the Block B phase, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

57) a. Notwithstanding the approved details, prior to the commencement of the Block B phase of development, with the exception of site clearance and demolition, a scheme for acoustically insulating the proposed student accommodation against noise from Medlock Street and Mancunian Way shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. 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 building 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.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout 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 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. Those measures shall be implemented in full before any of the dwelling units 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.

58) No part of the site outside the building within the Block B phase shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

59) a) Notwithstanding the approved details, prior to first occupation of the Block B phase, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of the Block B phase, a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

60) Prior to first occupation of Block B hereby approved, the following air quality mitigation measures shall be fully implemented and shall remain in situ whilst the development is in operation:

- a. provision of a Travel Plan to encourage sustainable modes of transport to and from the development;
- b. provision of green infrastructure throughout the development site to absorb pollution and increase deposition rates; and
- c. provision of Electric Vehicle (EV) charging points for all car parking spaces within the development.

Verification of the implementation of the above measures shall be submitted to and approved in writing by the City Council as local planning authority prior to first occupation of Block B.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

61) The Waste & Servicing Strategy Ref: VN91290 dated October 2022 by Vectos relating to the Block B phase of the development shall be implemented as part of the Block B phase of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

62) During the operational phase of Block B, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

63) a. External lighting within the Block B phase of the development shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to installation of the lighting.

b. Prior to occupation of the Block B phase of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and timescales for implementation.

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.

64) The ground floor commercial/community use unit within Block B shall not be occupied unless and until the opening hours of the proposed use have been agreed in writing by the City Council as local planning authority. That use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

65) Development within the Block B phase hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement

2019/0490/CIS/03 by Greater Manchester Police, as relevant to that phase. No building within the Block B phase shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

66) Fumes, vapours and odours shall be extracted and discharged from any hot food use of the ground floor commercial unit within Block B in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

67) No part of the Block B phase of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

68) No part of the Block B phase of the development shall be occupied unless and until the eight car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

69) The wind mitigation measures set out in the Wind Microclimate Report ref: 0900171rep5v4 dated 14 October 2022 by Arcaero within Volume 4 of the Environmental Statement as amended by drawing number 2071-PLA-XX-XX-DR-L-0003 Rev P06 Landscape Masterplan GA shall be implemented in full before first occupation of the Block B 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.

70) a) Before first occupation of the Block B phase of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of first occupation of the Block B phase of the development, the results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

71) a) Prior to first occupation of the Block B phase of the development, a scheme of highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority and shall include the following:

- i) A signalised pedestrian crossing providing access across Medlock Street, unless already installed by a third party;
- ii) The relocation of parking bays on River Street and widening of pavements;
- iii) The street tree planting along Medlock Street and River Street;
- iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;
- v) Reinstatement of redundant access points as continuous footway
- vi) Provision of tactile paving and dropped kerbs at junctions serving the site;
- ix) Demarcation of cycle lanes on the highway within the site;
- x) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

b) The highway works approved under part a) of this condition shall be implemented in accordance with the approved details prior to any part of the development first being occupied and shall be retained thereafter.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

72) Prior to the commencement of development within the Block B phase (with the exception of site clearance and demolition works), a vehicular access strategy for servicing, disabled parking and emergency and drop-off/pick-up vehicles shall be submitted to and approved in writing by the City Council as local planning authority. The approved strategy shall be fully implemented prior to first occupation of Block B and retained as long as Block B is in use.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

73) The commercial unit hereby approved as part of Block B shall be used only for purposes set out under parts (a), (b), (c) and (e) of Use Class E and parts 1a, 1d, 1e and 2b of Use Class F and for no other purpose (including any other purpose in Classes E or F of the Schedule to the Town and Country Planning (Use Classes) Order 1995 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 do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

74) Before first occupation of the student accommodation within Block B, a vehicular access strategy relating to students moving in and out of accommodation, which shall include details of loading and unloading arrangements at the site, shall be submitted to and agreed in writing by the City Council as local planning authority. Vehicular access for students moving in and out of accommodation shall take place thereafter in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

75) The student accommodation hereby permitted shall operate in accordance with a Resident Management Strategy (RMS) that has been submitted to and approved in writing by the local planning authority before first occupation of the development.

Reason - In the interests of highway safety and the protection of residential amenity pursuant to policy DM1 of the Core Strategy.

76) Before first occupation of the Block B phase of the development, a signage strategy for that phase shall be submitted to and agreed in writing by the City Council as local planning authority. All signage displayed at the property shall accord with the approved details.

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

77) If after six months of the first occupation of Block B, a contract for the development of the Block A phase for which planning permission has been granted has not been submitted to and approved in writing by the City Council as local planning authority, the Block A phase of the site shall be treated in accordance with a scheme setting out how the site shall be landscaped and maintained that has been submitted to and approved in writing by the City Council as local planning authority. Thereafter the site shall be landscaped and maintained in accordance with the approved scheme.

Reason - As the development is to be carried out in a phased manner and to ensure the upgrading/redevelopment of the whole site takes place, pursuant to Policy DM1 of the Core Strategy.

78) The student accommodation element of the development hereby approved shall be used as purpose built student accommodation (PBSA) (Sui Generis) 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) (including serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights).

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and 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.

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.

Bats

Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that, under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, it is an offence to disturb, harm or kill bats. If a bat is found during demolition, all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

Obstacle Lighting

The applicant's attention is drawn to the advice on the potential need to provide obstacle lighting on tall buildings. Further advice can be found here:

<https://www.caa.co.uk/commercial-industry/airspace/event-and-obstacle-notification/lighting-and-marking-of-obstacles/>

Cranes

The applicant's attention is drawn to the procedures for crane and tall equipment notifications. Please see: <https://www/caa.co.uk/commercial-industry/airspace/event-and-obstacle-notification/crane-notification/>

Construction Hours

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

Monday - Friday: 07:30 to 18:00

Saturday: 08:30 to 14:00

Sunday / Bank holidays: No work

Network Resilience

The applicant is advised that any requirements for licensing, hoarding, scaffolding or any associated temporary traffic management arrangements will need discussion and agreement with Manchester City Council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Basement Excavations Adjacent to the Highway

Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

Date: 7 November 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 or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

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

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

Right of challenge on planning application decision

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

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

- Procedural irregularity
- Irrationality
- Illegality

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

Appendix A



The Coal
Authority

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