

DATED

7 November 2023

THE COUNCIL OF THE CITY OF MANCHESTER

– and –

PREMIER INN HOTELS LIMITED

– and –

WHITBREAD PENSION TRUSTEES

AGREEMENT

pursuant to section 106 of the Town and
Country Planning Act 1990 (as amended)
relating to One Medlock Street, Manchester, M15 5FJ

City Solicitor
P O Box 532
Town Hall
Albert Square
Manchester M60 2LA
L/AAD/EVD3001/4043

THIS AGREEMENT is made the

7th day of November

2023

BETWEEN:

- (1) **THE COUNCIL OF THE CITY OF MANCHESTER** of Town Hall, Albert Square, Manchester, M60 2LA (the "**Council**")
- (2) **PREMIER INN HOTELS LIMITED** (incorporated in England and Wales with company number 05137608) whose registered office is at Whitbread Court, Porz Avenue, Houghton Hall Park, Houghton Regis, Dunstable LU5 5XE (the "**Owner**")
- (3) **WHITBREAD PENSION TRUSTEES** (incorporated in England and Wales with company number 629992) whose registered office is at Whitbread Court, Porz Avenue, Houghton Hall Park, Houghton Regis, Dunstable LU5 5XE (the "**Trustee**")

BACKGROUND

- A The Council is the local planning authority for the purposes of the Act in relation to the Site and is the authority by whom the obligations hereby created are enforceable. The Council is also the freehold owner of the parts of the Site registered at the Land Registry with Title Absolute under Title Numbers LA65584, MAN41980 and MAN51215 together with but subject to all matters contained or referred to in the title registers thereunder. It is agreed by the parties that the Owner's covenants hereinafter contained shall not bind the Council. The Development will be carried out on the Site. The Site is situated within the Administrative Boundaries of Manchester and this planning obligation is enforceable by the Council.
- B The Owner is the freehold owner of the part of the Site registered at the Land Registry with Title Absolute under Title Number GM787703 together with but subject to all matters contained or referred to in the Title Register thereunder.
- C The Trustee is interested in the Site by virtue of the Legal Charge.
- D The Application was submitted to the Council for planning permission to carry out the Development in the manner set out in the plans, specifications and particulars forming part of the Application.
- E The Council as local planning authority is satisfied that the Development is such as may be approved by the Council under the Act and is minded to grant planning permission for the Development in accordance with the Application but having considered the Local Plan and the Regulations is desirous of the Owner entering into this Agreement without which planning permission would not be granted.
- F The Owner has agreed to enter into this Agreement in support of the Application so as to create planning obligations in favour of the Council pursuant to section 106 of the Act and to be bound by and observe and perform the covenants hereinafter contained.

- G The Council has recognised the difficulty faced by lower income groups in Full Time Higher Education at a Manchester Higher Education Institution in sourcing affordable accommodation within the Administrative Boundaries of Manchester and the planning purpose of this Agreement is to provide Discounted Student Accommodation within the Administrative Boundaries of Manchester
- H The Council has further determined that the Development in order to comply with the Core Strategy should provide a Tree Planting Contribution towards the provision of tree planting in Deansgate Ward
- I The Council is satisfied that the obligations in this Agreement are,
- (a) necessary to make the Development acceptable in planning terms (including where appropriate, obligations necessary to mitigate the adverse impacts of the Development in accordance with the development plan for the area and other material considerations,
 - (b) directly related to the Development, and
 - (c) fairly and reasonably related in scale and kind to the Development

AGREED TERMS

DEFINITIONS AND INTERPRETATION

1.1 The definitions and rules of interpretation set out in this Clause apply to this Agreement

"Act" the Town and Country Planning Act 1990 as amended,

"Administrative Boundaries of Manchester" all the wards that together comprise the city of Manchester,

"Agreement" shall mean this agreement,

"Application" the application to which the Council gave the reference 135419/FO/2022 for planning permission for the 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 ,

"Architect" means Jon Matthews Architects of Union, 2-10 Albert Square, Manchester M2 6LW

"Best Endeavours" means that it is agreed by the parties hereto that the party under such an obligation will be bound to attempt to fulfil the relevant obligation by the expenditure of such effort and/or sums of money and the engagement of such professional or other advisers as in all the

circumstances may be reasonable to expect in the case of the Owner of a competent commercial developer / landowner in the context of the Development,

“Commencement of Development” the date upon which the Development shall begin by the carrying out of a material operation in accordance with the provisions of section 56(4) of the Act PROVIDED THAT any works of or associated with site clearance, remediation works, environmental or archaeological investigations, site and soil surveys, erections of contractors work compound, erection of site office, erection of fencing to site boundaries, marking of site boundaries and laying out of access roads and services shall for the purposes of the agreement be deemed not to be material operations and **“Commence”**, **“Commencement”** and **“Commenced”** shall be construed accordingly,

“Completion of Construction” the date upon which a valid certificate of completion shall have been issued in respect of the relevant number of Student Accommodation Units for the purposes of the Building Act 1984 and the Building Regulations 2010 or any amendment or replacement of the same and **“Completed”** and **“Completion”** shall be construed accordingly,

“Core Strategy” means the Manchester Core Strategy (adopted 11th July 2012) which is the key document in the Council's Local Development Framework and details the Council's vision for the development of Manchester during the period 2012 to 2027,

“Development” the development undertaken on the Site pursuant to the Planning Permission as specified in the Application,

“Discounted Student Accommodation” means accommodation that is made available to Eligible Students at a rent level set in accordance with the Discounted Student Accommodation Statement,

“Discounted Student Accommodation Unit” means a Student Accommodation Unit that is also Discounted Student Accommodation and **“Discounted Student Accommodation Units”** shall be construed accordingly,

“Discounted Student Accommodation Statement” the written statement detailing the provision of the Discounted Student Accommodation at Schedule 5,

“Eligible Student” means a student enrolled in a Full Time Higher Education Course at a Manchester Higher Education Institution in receipt of the full amount of Maintenance Loan or (in the event the Maintenance Loan ceases to be available) such other affordability criteria as the Council and the Owner agree,

“Expert” a professional expert in town planning, who is a Chartered Member of the Royal Town Planning Institute with a minimum of ten (10) years post-qualification experience,

“Full Time Higher Education Course” means a full time course at level 4 or higher of the national qualification frameworks for England of a duration of at least 24 weeks in a single academic year running from 1 September to 31 August and consisting of 3 terms across 2 semesters,

“Legal Charge” means the registered charge noted against Title Number GM787703 dated 3 January 2019 as altered by deeds dated 18 May 2020 and 6 December 2021,

“Interest” interest at 4% (four per cent) above the base lending rate of the Bank of England from time to time

“Local Plan” includes the Core Strategy adopted by Manchester City Council on 11 July 2012, the extant Unitary Development Plan policies and all other relevant strategic planning documents adopted by Manchester City Council,

“Maintenance Loan” a means tested loan provided by the Government to students under the provisions of the Education (Student Support) Regulations 2011 to assist with living costs while studying and any successor loan scheme,

“Management Fee” shall mean 15% of the planning application fee which equates to £22,245 15 (twenty two thousand two hundred and forty five pounds and fifteen pence) to be used for the purpose of monitoring and reporting on the delivery of this Agreement and the Planning Obligations contained herein,

“Manchester Higher Education Institution” means a university or college or equivalent institution offering a Full Time Higher Education Course in the Administrative Boundaries of Manchester,

“Market Rent” means as defined by RICS (or such successor or replacement organisation) and is the estimated amount for which an interest in real property should be leased on the valuation date between a willing lessor and willing lessee on appropriate lease terms in an arm's length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion,

“Market Student Accommodation” means accommodation that is made available to rent to students at Market Rent,

“Market Student Accommodation Unit” means a Student Accommodation Unit that is also Market Student Accommodation and “Market Student Accommodation Units” shall be construed accordingly,

“Occupation” means occupation of any part of the Development for the purposes permitted by the Planning Permission but does not include use by personnel whilst engaged in construction, fitting out or decoration of the Dwellings or occupation for marketing or display or occupation in relation to security operations and “Occupy” and “Occupied” shall be construed accordingly,

“Plan” the plan attached to this Agreement,

“Planning Obligations” shall mean the obligations of the Owner specified in the Schedules,

“Planning Permission” the planning permission granted pursuant to the Application substantially in the form as appended at Schedule 2 and as may be amended by any non-material amendment,

“Regulations” the Community Infrastructure Levy Regulations 2010,

“RICS” the Royal Institution of Chartered Surveyors,

“Site” the property described in Schedule 1 and shown for the purposes of identification only edged red on the Plan,

“Student Accommodation Unit” a unit of sleeping accommodation to be constructed on the Site as part of the Development pursuant to the Planning Permission and “Student Accommodation Units” shall be construed accordingly,

“Tree Planting Contribution” the sum of £133,000 (one hundred and thirty three thousand pounds) towards the provision of tree planting in Deansgate or Piccadilly Wards,

“Utility Undertaker” means any provider of gas, electricity, energy, water, sewage, heating, cooling or telecommunications services occupying premises within the Site for the purposes of supplying any one or more of those services to any member of the public or any occupier of premises within the Site,

“Waste Management Strategy” means the strategy for managing waste at the Development annexed to this Agreement at Annex 1 as may be amended by the Owner from time to time provided that such amendments are first approved by the Council in writing,

“Working Day” means any day except Saturday Sunday or a bank holiday and reference to “Working Days” shall be construed accordingly

1 2 The Clause headings do not affect this interpretation

1 3 Unless otherwise indicated, references to Clauses and Schedules are to Clauses of and Schedules to this Agreement and references in a Schedule to a Part or Paragraph are to a Part or Paragraph of that Schedule

1 4 References to any statute or statutory provision include reference to

1 4 1 all Acts of Parliament and all other legislation having legal effect in the United Kingdom as directly or indirectly amended, consolidated, extended, replaced or re-enacted by any subsequent legislation, and

1 4 2 any orders, regulations, instruments or other subordinate legislation made under that statute or statutory provision

1 5 Except for the provisions of Clause 9 references to the Site include any part of it

1 6 References to any party in this Agreement include the successors in title of that party In addition, references to the Council include any successor local planning authority exercising planning powers under the Act and any successor local highway authority exercising powers under the Highways Act 1980

1 7 **“Including”** means **“including, without limitation”**

1 8 Any covenant by the Owner or the Council not to do any act or thing includes a covenant not to permit or allow the doing of that act or thing

1 9 If any provision is held to be illegal, invalid or unenforceable, the legality, validity and enforceability of the remainder of this Agreement is to be unaffected

1 10 Words importing the singular meaning where the context so admits include the plural meaning and vice versa

1 11 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all such words shall be construed interchangeable in that manner

2 PLANNING OBLIGATION

This Agreement is made pursuant to section 106 of the Act, section 111 of the Local Government Act 1972, section 1 of the Localism Act 2011 and all other enabling legislation and is a planning obligation for the purposes of section 106 of the Act, with the intent that covenants hereinafter contained shall be enforceable by the Council acting under the powers contained in section 106 or such other enabling powers against the Owner

3 CONDITION PRECEDENT

3 1 This Agreement is conditional upon the grant of the Planning Permission and Commencement of Development save for the provisions of Clauses 3, 9, 11, 15, 17, 18 and 19 which shall have immediate effect

4 CONDITION SUBSEQUENT

If the Planning Permission for the Development has not been implemented by the carrying out of a material operation in accordance with the provisions of sections 56, 91 and 93 of the Act or is revoked or modified in whole or in part (other than in approval of an application by or on behalf of either of the Owner) or quashed or declared unlawful as a result of legal proceedings then this Agreement shall absolutely determine and become null and void but without prejudice to the rights of either party against the other in respect of any antecedent breach

5 THE OWNER'S COVENANTS

5 1 The Owner on behalf of themselves and any person deriving title to any part of the Site from the Owner hereafter hereby covenants with the Council so as to bind the Site to fully observe and perform the obligations on their part contained in this Agreement including those obligations set out in Schedule 3 and hereby agrees that the Site shall be permanently subject to the obligations, restrictions and provisions specified herein, such obligations being planning obligations for the purpose of section 106 of the Act

6 THE COUNCIL'S COVENANTS

The Council hereby covenants with the Owner to observe and perform the obligations on its part in this Agreement including those obligations set out in the Schedule 4

7 DISPUTE RESOLUTION

7 1 In the event of any dispute arising in connection with any of the terms of this Agreement other than a dispute involving the construction or interpretation of the terms of this Agreement or the enforcement of any decision pursuant to this Clause, the same shall unless the Council and the Owner otherwise agree be referred to an Expert to be appointed by agreement between the Council and the Owner

7 2 If the Council and the Owner are unable to agree on the appointment of an within thirty (30) days of one party serving notice on the other calling for the appointment of an Expert, then an Expert shall be appointed on the application of either party to the President for the time being of the Royal Town Planning Institute

7 3 Any reference of a dispute to an Expert shall if the parties are agreed in writing be deemed to be a reference to an expert (and not to an arbitrator) whose decision shall be final and binding (save for manifest error or fraud) but shall otherwise be deemed to be a reference to an arbitrator pursuant to the Arbitration Act 1996 and any statutory amendment variation substitution or re-enactment thereof

7 4 Any party to this Agreement shall be entitled to submit to the Expert representations and cross-representations with such supporting evidence as they shall respectively consider necessary and the Expert shall have regard thereto in making his decision which shall be delivered in writing The reference of any dispute shall include authority to determine in what manner all the costs of the referral shall be paid

8 WAIVER

No waiver (whether expressed or implied) by the Council of any breach or default in performing or observing any of the covenants terms or conditions of this Agreement shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing any of the relevant terms or conditions or from acting upon any subsequent breach or default

9 CHANGE IN OWNERSHIP & LIABILITY

9 1 The Owner agrees with the Council to give the Council written notice within five (5) Working Days of any change in ownership of any of its interest in the Site occurring before all the obligations under this Agreement have been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with (unless the purchase relates to the entirety of the Site) the area of the Site or unit of occupation purchased by reference to a plan

9 2 No person shall be liable for any breach, non performance and/or non observance of the covenants, obligations and restrictions contained in this Agreement after it shall have parted with its entire interest in the Site (or the part to which the breach, non performance and/or non observance relates) but without prejudice to liability for any subsisting breach arising prior to parting with such interest nor shall this hinder or preclude the Council's rights as the Local Planning Authority to require that the breach, non performance or non observance be remedied after that person has parted with its interest in the Site

9 3 The obligations contained within this Agreement shall not be binding upon nor enforceable against

9 3 1 Tenants of any part of the Development with the benefit of leases for their own occupation or for the occupation of sub-tenants (or any person or mortgagee claiming through or under such person),

9 3 2 individual occupiers of the Student Accommodation Units,

9 3 3 a Utility Undertaker insofar as and to the extent that the relevant Utility Undertaker is occupying the relevant part of the Site in its capacity as a Utility Undertaker,

10 COUNCIL'S CONSENT OR APPROVAL

Where in this Agreement the consent, agreement or approval of the Council is required to be given by the Council, the Council confirms that such consent, agreement or approval shall not be unreasonably withheld or delayed provided that this shall not fetter the proper discretion of the Council

11 LOCAL LAND CHARGE

11 1 This Agreement is a Local Land Charge and shall be registered as such by the Council

11 2 The Council will upon receipt of a written request of the Owner's or their successors in title, at any time after the obligations set out herein have been fulfilled in their entirety, issue written confirmation thereon and thereafter cancel all related entries in the register of local land charges

11 3 The reasonable and proper costs of registration and cancellation pursuant to clauses 11 2 above shall be met by the Owner if requested by the Council

12 NON-PROHIBITION ON DEVELOPMENT

Nothing in this Agreement shall prohibit or limit the right to develop any part of the Site in accordance with a planning permission (other than the Planning Permission granted (whether or not on appeal)) after the date of this Agreement

13 THE CONTRACTS ACT

Save as provided in respect of the successors in title to the Site or any successor to the relevant statutory functions of the Council this Agreement shall not be enforceable by any third party pursuant to the Contracts (Rights of Third Parties) Act 1999 and no third party shall acquire any benefit rights or claims whatsoever pursuant thereto

14 COMMUNICATION

14 1 Any notice or document to be served on or sent pursuant to this Agreement shall either be delivered personally or sent by recorded delivery service,

14 1 1 to the Council and addressed to the City Solicitor at the Council's address first above written,

14 1 2 to the Owner at the address noted above

15 FEES

15 1 The Owner shall pay forthwith to the Council its legal fees reasonably and properly incurred in preparation of this agreement

15 2 Receipt by the Council of the payment of such sum shall not create any lawyer-client type contractual relationship between the Council and the Owner nor absolve the Owner from any liability or obligation imposed upon them by the terms of this Agreement or by statute or at common law

15 3 The Owner shall on the date hereof pay to the Council the Management Fee

16 INTEREST

If any payment due under this Agreement is paid late Interest will be payable from the date payment is due to the date that payment is received

17 JURISDICTION

17 1 This Agreement is governed by and interpreted in accordance with the law of England

18 COMPLETION

The provisions of this Agreement (other than this clause which shall be of immediate effect) shall be of no effect until this Agreement has been dated

19 TRUSTEE

19 1 The Trustee consents to this Agreement being entered into with the intention that its interest in the Site in the form of the Legal Charge will be bound by the terms of this Agreement as if this Agreement had been executed and registered as a local land charge before the execution of the Legal Charge

19 2 Notwithstanding clause 19 1, the Trustee will not incur any liability for any breach of the obligations contained in this Agreement unless and until they come into possession of the Site or any part of it and for the avoidance of doubt on release of the Legal Charge the Trustee shall be released from liability under this Agreement in accordance with clause 9 2

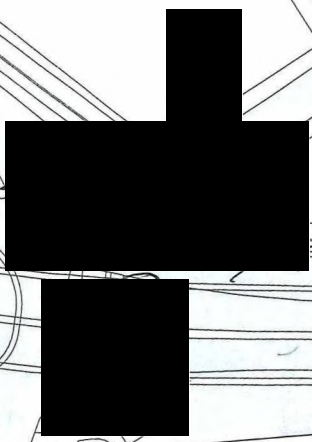
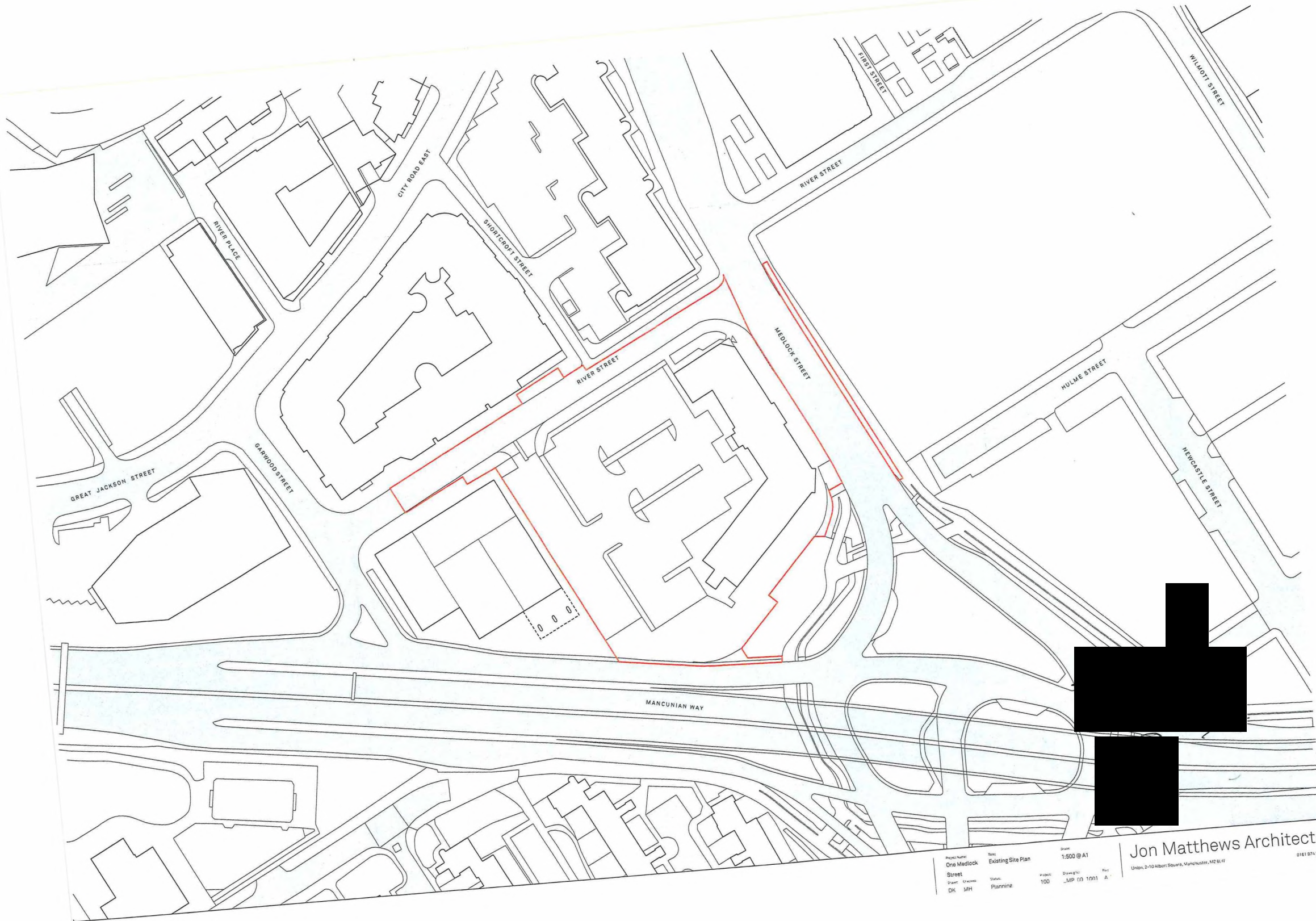
19 3 No obligation in this Agreement shall be binding on or enforceable against any chargee or mortgagee from time to time who shall have the benefit of a charge or mortgage of or on any part or parts of the Site or any receiver appointed by such chargee or mortgagee or any person deriving title through such chargee, mortgagee or receiver unless and until such chargee, mortgagee, receiver or person has entered into possession of the Site or part thereof to which such obligation relates

EXECUTED as a deed by the parties on the day and year first hereinbefore appearing

SCHEDULE 1

The Site

One Medlock Street, Manchester, M15 5FJ and shown for the purposes of identification only edged red on the Plan



Site Application Boundary

Project Name:	One Medlock	Scale:	1:500 @ A1
Street:		Sheet:	
Drawn:	DK	Checked:	MP
DK	MH	Planning:	

Jon Matthews Architects
Union, 2-10 Albert Square, Manchester, M2 6LH
0161 974 2699

SCHEDULE 2

Draft Planning Permission

Town & Country Planning Act 1990 (as amended)

Draft 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 **Minded to Approve** 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 the commencement of development of 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/dischARGE 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 the commencement of development of 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)
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Living Rooms (daytime - 07 00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq.
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Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

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) The mitigation measures set out in Chapter 6 'Air Quality' of the Environmental Statement and the email from Jennifer Chatfield dated 28 January 2022 and relating to Phase 2 of the development shall be carried out in full prior to first occupation of Phase 2 of the development and shall remain in situ whilst the development is in operation.

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

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.

DRAFT DECISION

Date

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

SCHEDULE 3

THE OWNER'S COVENANTS

The Owner hereby covenants with the Council as follows

- 1 To notify the Council in writing within 5 (five) Working Days of Commencement of Development
- 2 To carry out and manage that part of the Development comprising Student Accommodation Units in accordance with the Discounted Student Accommodation Statement
- 3 To use Best Endeavours to continue to employ the Architect as the lead architect throughout the construction period until Completion of the Development PROVIDED THAT the Architect remains willing and able to fulfil such role in relation to the Development and that such employment is capable of being secured on reasonable commercial terms
- 4 Should the Architect not be appointed or continue to be appointed in accordance with paragraph 3 above the Owner shall notify the Council within 5 (five) Working Days of this fact and shall use Best Endeavours to appoint a replacement architect of a similar calibre and reputation as soon as reasonably practicable and shall notify the Council of the identity of the replacement architect within 5 (five) Working Days of their appointment
- 5 To implement the Waste Management Strategy prior to first Occupation of the Development and maintain this provision for the lifetime of the Development and FOR THE AVOIDANCE OF DOUBT waste management and collection for the Development will be undertaken by a private company on a daily basis and not by the Council
- 6 To pay the Tree Planting Contribution prior to
 - i) Commencement of Development, and
 - ii) the felling of any trees located on the Site
- 7 To not fell any trees located on the Site until the Tree Planting Contribution has been paid

SCHEDULE 4

THE COUNCIL'S COVENANTS

The Council hereby covenants with the Owner as follows

- 1 To issue the Planning Permission within two (2) Working Days of the date hereof
- 2 To use the Tree Planting Contribution towards the provision of tree planting in Deansgate and Piccadilly Wards and for no other purpose

SCHEDULE 5

THE DISCOUNTED STUDENT ACCOMMODATION STATEMENT

This statement has been prepared in support of the development at One Medlock Street, Manchester, M15 5FJ shown for the purposes of identification only edged red on the Plan, and addresses the provision of Discounted Student Accommodation

This statement may be amended by the Owner from time to time provided that such amendments are first approved by the Council in writing

This statement includes details of

- i the provisions governing the tenure and location of the Discounted Student Accommodation Units, which shall consist of not less than 20% (twenty per cent) of the total number of Student Accommodation Units constructed on the Site,
- ii the arrangements for the management of the Discounted Student Accommodation Units,
- iii the arrangements to ensure that such provision is retained in perpetuity as Discounted Student Accommodation and is affordable for both the first and subsequent occupiers of the Discounted Student Accommodation Units, and
- iv the occupancy criteria to be used for determining the identity of occupiers of the Discounted Student Accommodation Units and the means by which such occupancy criteria shall be enforced

The following information is provided in respect of each of the criteria,

- i The scheme comprises Student Accommodation Units of the following tenure,

Tenure	Units
Discounted Student Accommodation Units	203

The Owner shall notify the Council at the beginning of each academic year the location of the Discounted Student Accommodation Units within the Development

The Student Accommodation Units shall be of tenure blind design and FOR THE AVOIDANCE OF DOUBT the Student Accommodation Units provided as Discounted Student Accommodation shall be of the same design, fit out and size as the Student Accommodation Units provided as Market Student Accommodation and the rent shall include all utility bills and use of the on-site gymnasium and amenity spaces

- ii The Owner will be responsible to the Council under this Agreement for the management, control, future lettings and maintenance of the Discounted Student Accommodation Units Nothing in this paragraph ii prevents or restricts the Owner from entering into operational management and maintenance arrangements with a third party (which might include a higher education institution) or enter into nomination arrangements with a higher education institution
- iii From the date of Completion of Construction, the Discounted Student Accommodation Units shall not be used other than for Discounted Student Accommodation

In terms of affordability the following applies,

- Rent levels for the Discounted Student Accommodation Units will be set at a level of no more than 80% (eighty per cent) of rent level of the equivalent Market Student Accommodation Units
- iv The Discounted Student Accommodation Units shall be available to Eligible Students
- The Owner shall provide a monitoring statement to the Council on an annual basis regarding the Discounted Student Accommodation Units in a form to be agreed between the parties which shall set out
- a) the approach to letting the Discounted Student Accommodation Units,
 - b) the ongoing occupancy status of the Discounted Student Accommodation Units, and
 - c) how the Owner is meeting the requirements of the Discounted Student Accommodation Statement
- v The Owner may manage the Student Accommodation Units in a way that Market Student Accommodation Units may switch to Discounted Student Accommodation Units and vice versa as vacancies and nominations require PROVIDED THAT the minimum number of Discounted Student Accommodation Units is maintained at all times

ANNEX 1

WASTE MANAGEMENT STRATEGY

WASTE & SERVICING STRATEGY REPORT

Premier Inn Hotels and Dominvs Group

One Medlock Street, Manchester

October 2022

VN91290

Waste & Servicing Strategy Report

Report control

Document: Waste & Servicing Strategy Report

Project: One Medlock Street, Manchester

Client: Premier Inn Hotels and Dominus Group

Job number: VN91290

File origin: N:\Vectos Job Data\2019\VN91290 Premier Inn, River St\Docs\Reports\3. Waste Report 2022\VN91290 - 1 Medlock St Manchester Waste Strategy_03.docx

Document checking

Primary Author: Gareth Davis Initialled: GD

Contributor: Elliot Read Initialled: ER

Review by: Gareth Davis Initialled: GD

Issue	Date	Status	Checked for issue
1	Sept 2022	V1	GD
2	Sept 2022	V2	GD
3	12 October 2022	V3	GD

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Drawings

Dwg VN91290-TR116 - Service Vehicle Tracking

Appendices

Appendix A - Proposed Site Layout Plans
Appendix B - MCC Waste Pro Forma

1 INTRODUCTION

Background

- 1.1 This Waste & Servicing Strategy Report is prepared by Vectos in support of a planning application for the redevelopment of the existing Premier Inn site at One Medlock Street in Manchester City Centre to provide a commercial office building and purpose-built student accommodation (PBSA) building.
- 1.2 The demolition of the existing hotel building and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.

Site Context

- 1.3 The Premier Inn site is located at the southern end of Medlock Street, bound by River Street to the north, Medlock Street to the east, Medlock Street Junction and Mancunian Way to the south, and the River Street Tower student accommodation development to the west. The site's main vehicular access is currently taken from the north via River Street. The site is currently in operation as a circa. 200 bed hotel, with a 113-space car park.
- 1.4 The location of the development site is shown in **Figure 1.1**.



Figure 1.1: Site Location

Development Proposals

1.5 The proposed development would comprise the following:

- 36,494sqm (GIA) of commercial office floorspace (Block A);
- 30,590 (GIA) of Purpose-Built Student Accommodation (PBSA) floorspace (Block B);
- 1,014 student accommodation units (Block B);
- 293 sqm (GIA) of Flexible Ground Floor Community Space (Block B);
- 8 x disabled car parking spaces;
- 718 long-stay cycle parking spaces;
- Landscaping and public realm works.

1.6 The proposed site layout with the ground floor layouts is provided at **Appendix A**.

Scope of the Report

- 1.7 The Waste Strategy establishes the means of recycling the material generated and sets out the following:
 - Forecast waste generation & recycling rates;
 - Proposed waste management strategy;
 - Proposed waste storage facilities; and
 - Forecast the refuse collection frequency.
- 1.8 This report sets out the policy context for waste management, forecast the waste generated, the number of bins required, the collection frequency, the management and oversight of the waste collection strategy.
- 1.9 The Servicing Strategy sets out the movement of vehicles to and from the buildings and includes:
 - Calculation of the number of expected deliveries;
 - Service strategy for goods to be delivered to the occupiers; and
 - The general management of the servicing area.

2 SERVICING STRATEGY

Introduction

2.1 The typical deliveries for the development will be as follows:

- Office Space (Block A): office supplies, post/courier, consumables, occasional IT supplies and office furniture.
- Block A Flexible Commercial Unit: Variable (assumed to be daily food/ drink, consumables deliveries and occasional kitchen equipment or furniture deliveries.
- Student Accommodation: Online Groceries, post /courier deliveries, occasional furniture deliveries.
- Flexible Community Space (Block B). Variable occasional food/drink, consumables and equipment deliveries.

Delivery Forecasts and Timings of Deliveries

2.2 A forecast of service and delivery vehicle trips has been undertaken for the building with reference TRICS database for Office and Student Accommodation. The results of the service / delivery vehicle trip forecasts are summarised in **Table 2.1**.

Table 2.1. Service Vehicle Trip Forecasts

	Office		PBSA		Flex Commercial & Community Space		Total	
	HGV	LGV	HGV	LGV	HGV	LGV	HGV	LGV
0700-0800	0.8	6.3	1.4	1.0	0	0	3	7
0800-0900	3.8	12.1	0	0.7	0	0	4	13
0900-1000	2.5	14.6	0	2.7	0	0	2	17
1000-1100	2.2	15.9	2.0	4.4	0.1	0.9	4	21
1100-1200	1.6	16.8	0	5.7	0.2	0.7	2	23
1200-1300	1.1	14.8	0	2.0	0.1	0.6	1	17
1300-1400	0.0	9.6	0	4.4	0.1	0.8	0	15
1400-1500	0.6	14.6	0	5.1	0	0.6	1	20
1500-1600	1.1	14.8	0	3.7	0	0.3	1	19
1600-1700	0	12.6	0	2.0	0.2	0.3	0	15
1700-1800	0	3.8	0	0.7	0.1	0.5	0	5
1800-1900	0	1.7	0	0	0	0.3	0	2
1900-2000	0	0	0	1.0	0.1	0.2	0	1
2000-2100	0	0	0	1.7	0	0.2	0	2
2100-2200	0	0	0	0.0	0	0.1	0	0
Daily	14	138	3	35	1	5	19	178

- 2.3 It can be seen that we might expect around 20 Light Good Vehicle deliveries in the busiest hour. Many of these are expected to be quick drop-offs and some are likely to use the parking bays on River Street rather than coming into the site.
- 2.4 The figures are considered robust as some of these vehicles such as post and waste will serve both buildings in one delivery. Also, the development is located close to other business and residential accommodation so many delivery vehicles will already be on the highway as part of a combined service route which significantly reduces the number of new trips to the area.
- 2.5 Typically, most deliveries are small consignments and evidence from other sites show that 40% of all deliveries take less than 5 minutes. Larger deliveries tend to take longer and for this site we expect that a large delivery consignment would take no more than 20 minutes to serve the site.
- 2.6 All deliveries at the development will be undertaken between the hours of 07:00 and 20:00.
- 2.7 The service area will be managed so that as the nature of the regular deliveries are confirmed, the vehicle arrivals of the larger deliveries are timed so that they do not conflict.
- 2.8 Generally, the deliveries would be made to the reception whereupon the occupant would be called to collect. There is sufficient space to receive such goods with a post room available for the student accommodation. Larger deliveries can be made by the drivers using their handling equipment by exception.

Service Vehicle Access

- 2.9 Service vehicles would enter the site via Edge Street to the west of the site and pass through a control point. Here there would be automatic bollards and an intercom unit where the drivers can communicate to gain entry. Regular vehicles could benefit from automatic entry by number plate recognition.
- 2.10 At the southern part of the site there is an enclosed service yard area which has a gated access. Here access through the gates can be triggered to open and close automatically by sensor loops within the road surface to minimise delay.
- 2.11 The tracking of the largest vehicle passing around the site is shown in **Dwg VN91290-TR116**.
- 2.12 There is a central service corridor between the two buildings and here vehicles can unload. There is space for vans and rigid lorries to pass a large vehicle along that corridor while there are cars parked in the disabled bays.
- 2.13 Once heading north these vehicles can then rejoin River Street at a simple give way junction.

Service Vehicle Mitigation Measures

- 2.14 Measures will be taken regarding pedestrian safety/amenity and servicing will be made with a minimum amount of noise and no use of the horn at any time.
- 2.15 As such vehicles will manoeuvre on - site with as little noise as possible and drivers will ensure they:
- Engage gears quietly;
 - Keep engine revs to a minimum;
 - Apply brakes gently;
 - Close driver's door quietly; and
 - Engine off when not in use.

3 WASTE STRATEGY & FORECASTS

Introduction

- 3.1 This section of the report outlines the management of waste. Waste forecasts across the various land uses proposed are discussed before the site's refuse storage provision is detailed and subsequent waste transfer strategy.

Policy Context

- 3.2 The development falls within the City of Manchester and MCC have published guidance (GD04) on the design and management of buildings to produce waste management strategies that maximise the amount of waste that is recycled.
- 3.3 Manchester City Council requests that a Waste Pro Forma is completed to support development applications and this is presented in **Appendix B**.
- 3.4 To achieve high recycling rates, it states that all refuse should be separated at source and stored off the highway in purpose-built refuse stores minimising the distance to collection thus reducing the opportunity for spillage.
- 3.5 In accordance with Section 34 of the Environmental Protection Act 1990, the manager of the development has a legal 'Duty of Care' to ensure that waste is securely stored and disposed of legally. The most convenient way to achieve this is by using a registered waste carrier.
- 3.6 The Waste (England and Wales) (amendment) Regulations 2012 has introduced changes and updates that affect both waste producers and waste management companies alike. These include the need to separate wastepaper, metal, plastic and glass in different waste streams.
- 3.7 Another change will be the obligatory use of SIC codes in all documentation relating to waste management services and a compulsory commitment from waste producers to adhere to the waste hierarchy as described in **Figure 3.1**.

The Waste Hierarchy

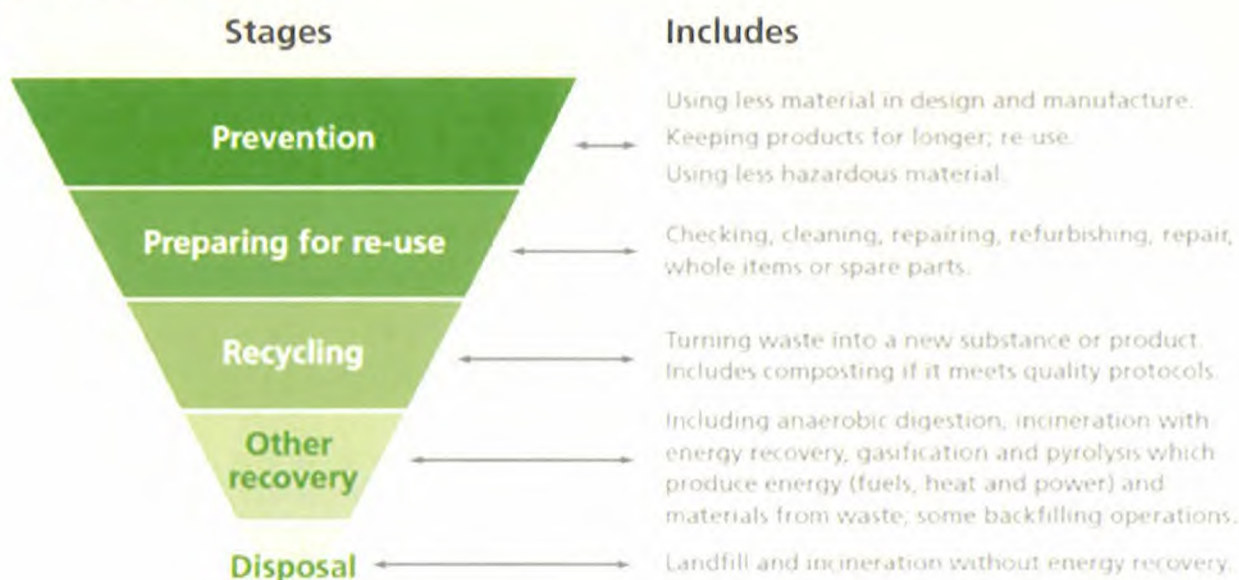


Figure 3.1: Waste Hierarchy

- 3.8 To demonstrate compliance with regulations, a Waste Transfer Note is required when that waste is collected by the waste carrier. This may be provided electronically. Many carriers are also able to provide environmental reports to inform on the waste management performance.
- 3.9 Interventions are needed in all stages of the process to minimise waste going to landfill. The minimisation of waste and recycling interventions by occupiers and the management company can help meet MCC's and the government's aspirations.
- 3.10 All new developments must meet the requirements of Part H6 of the Building Regulations 2000 (solid waste storage) which states:
- Adequate means of storing solid waste shall be provided; and
 - Adequate means of access should be provided for people in the building to the place of storage, and, from the place of storage to a collection point agreed by the waste collection authority.

4 WASTE MANAGEMENT STRATEGY

Office Waste

- 4.1 Most office waste would generally be collected by the cleaners at the end of the day and brought down by lift to the ground floor bin store.
- 4.2 The largest component of office waste will be paper, but we recognise that many occupiers are reducing the volume of paper used through different working practices and this will help reduce the volume of waste generated.
- 4.3 We expect some other smaller waste streams to be generated but managed separately. That waste can include:
 - Electrical WEEE items (waste electrical and electronic equipment) - Returned to supplier.
 - Printer & Toner Cartridges - Typically posted to supplier for recycling.
 - Batteries – Set up Battery collection point(s). Arrange for Free collection e.g. BatteryBack.
- 4.4 The bin stores at each office level are assumed as follows:

At the end of the desk:

Paper

General waste



Reception:

Batteries

WEEE

Printer cartridges



Kitchen:

Food Waste Caddy

General Waste

Mixed recyclables (Plastic/Metals)

Glass



Central Locations in Office (as required):

Mixed Recyclables (Plastic/Metals)

Confidential paper

Paper/Cardboard

General waste



- 4.5 There is evidence that removing bins from the end of desks increases recycling and this will be considered as part of the recycling strategy. A key element of the waste strategy is to avoid single use plastics. Therefore, it is proposed that water coolers are connected to the water supply and staff will use glasses rather than plastic cups.
- 4.6 There are systems set up to recycle office printer toner cartridges and electrical equipment generated from the office floors and they are often can often be recycled by sending through sent off in the post or collected by a courier.
- 4.7 We expect that there will be some confidential waste that need shredding. This will be managed at each location where the confidential waste is generated.
- 4.8 A contractor will be instructed to collect that waste in appropriate sacks that are sealed and recorded. That waste is then taken down via goods lift to the loading bay and then transferred to a waiting shredding lorry that will destroy the documents and confirm their destruction.



Student Accommodation Waste

- 4.9 Residents would use a waste chute to deposit their rubbish. At the base of the chute there will be an automated tri-separator to segregate waste. There would therefore be three waste streams created and these would be colour coded to help management and compliance. The Waste Streams for the residential land use is given below:

Pulpable Recycling (Paper/Cardboard/Tetrapak etc)



Mixed Recycling (Glass/Cans/Plastics)



Food Waste



General Waste – All Other Waste

Figure 4.1: Residential Waste Streams

- 4.10 It is expected that 50% of the material would be General Refuse including food waste 25% Dry Recyclable Waste, and 25% pulpable waste.
- 4.11 On every floor there is a waste chute lobby and occupiers would take the rubbish to the chute. Residents would be briefed on use of the chute and the need for correctly separating waste for recycling. At the waste chute they would press a button depending on which type of waste is to be deposited. An example of a waste chute is provided in **Figure 4.2**.



Figure 4.2: Three Way Waste Chute Panel

- 4.12 At the bottom of the waste chute there would be a Waste Tri-Separator and three Eurobins one for general waste, one for dry recyclables and one pulpable. There would be a 3-way deflector to direct the waste to the relevant bin and this is controlled by the button pressed by the occupier above. The management company would monitor the bins with an alarm system in place as well as CCTV as they fill and replace them with empty bins according to demand. The Tri-Separator equipment is indicated in **Figure 3.3** below.

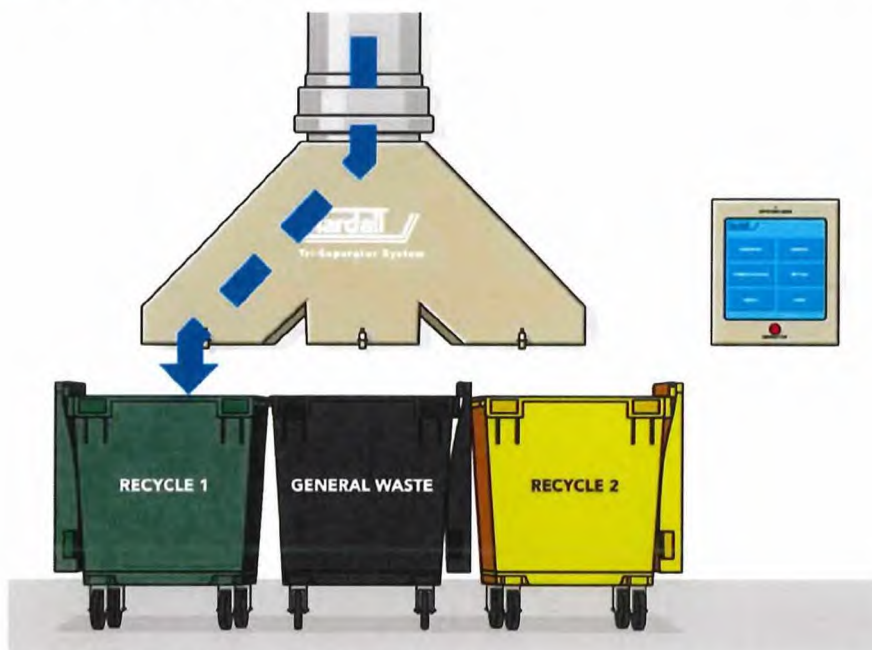


Figure 4.3 Tri-Separator Equipment

- 4.13 With the use of the Tri-Separator and the movement of bins by management, it is proposed that students would only be able to access the Bin Store escorted.
- 4.14 Students may have larger waste/rubbish items which cannot (or should not) be sent down the waste chute. To avoid problems the management company would arrange for the students to bring that waste via the lifts to specific bins in the refuse store for collection under supervision of the on-site management team.

Flexible Commercial/Community Space

- 4.15 The development will provide space for ancillary space which can be used for a variety of uses that complement the Office and Student Accommodation land uses and would fall within the overall Class E use class. As the end use of these spaces are uncertain, we have made an allowance in the waste forecasting figures to allow for a reasonable generation of waste.
- 4.16 In the office ground floor space we have made a robust assumption that this could provide for a 150 cover restaurant generating 75 litres of waste per cover per week and the flexible community space in the PBSA is assumed to generate a flexible broad brush rate of 10 litres of waste per sqm per week.
- 4.17 The Block A Commercial Unit would manage its waste within its own demise and would have 4 waste streams, General, Organic, Paper/Card and mixed Plastic/Glass/Metal. This unit has a route out onto the service road where its bins can be collected on a daily or every 2 day basis.
- 4.18 It is proposed that the waste from Flexible Community Space in the PBSA would be directed into the Student Waste Streams.
- 4.19 The waste collections from all the land uses would be coordinated so as to limit the number of refuse lorries arriving on site.

5 WASTE FORECASTS

Office Waste Forecast

- 5.1 As detailed in Section 1, the proposed development comprises 36,494m² GIA and 26242m² NIA of office floor space. The waste forecasts for the office space have been derived from GD04, B25906:2005 (Waste Management in Buildings - Code of Practice) and is also informed by other surveys of developments undertaken by Vectos. In general, these rates are robust as they are based on surveys when offices generated much greater volumes of paper and this has reduced as businesses have become more digital. However, these rates will still be used for robustness.
- 5.2 This bases weekly waste generation on an estimation of 1 occupant per 10m² NIA and 50 litres of waste generated per occupant. Applying this to the total proposed office floor space equates to the below calculation of weekly waste:

$$(26,242\text{m}^2 / 10 = 2624) * 50 = 131,240 \text{ litres per week}$$

$$= 26,242 \text{ litres per day}$$

Waste Recycling Proportions

- 5.3 Waste stream proportions vary according to land use. The data on expected office and commercial waste streams is derived from a variety of sources, including WRAP studies of waste, as well as surveys undertaken by Vectos.
- 5.4 The recycling proportions and associated waste generation for the office space are set out in **Table 5.1**. It can be seen that the development will generate 26242 litres of waste per day, and this equates to a total of 24 x 1100litre Eurobins and 6 x 240 litre wheeled bins for organic waste which will come from the kitchen areas on each floor. This provision of bins is based on a daily collection.

Table 5.1 Office Waste Recycling Rates

Office Recycling Streams	General Refuse	Organic	Paper/ Card	Plastic/ Metal/Glass	Total
	30%	5%	50%	15%	100%
Litres Per Day	7873	1312	13121	3936	26242
EuroBin lifts per Day	8		12	4	24
240litre bin lifts per Day		6			6

Flexible Commercial Unit Waste Forecast

- 5.5 On the ground floor of the office is a large flexible commercial unit of 320sqm and as described above the exact nature of this use is not known, however for robustness it is assumed to operate as a 150 cover restaurant which would manage its waste within its own demise and generate 4 waste streams, General, Organic, Paper/Card and mixed Plastic/Glass/Metal. This unit has a route out onto the service road where its bins can be collected.
- 5.6 A restaurant could be the most intensive waste producing land use and so we have based our waste forecasts on a 150-cover restaurant which would generate the following waste generations:

Flexible Commercial Unit Recycling Streams	General Refuse	Organic	Paper/ Card	Plastic/ Metal/Glass	Total
	10%	39%	22%	28%	100%
Litres per Week	1125	4433	2509	3184	11250
Litres per Day	225	887	502	637	2250
360litre bin lifts every day	1		2	2	5
240litre bin lifts per Day		4			4

Table 5.2 Flexible Commercial Unit Waste Forecasts

- 5.7 It can be seen that this type of unit would generate modest volumes of waste and if these used either 360litre or 240litre bins this would require 9 bins based on a daily collection.

Student Accommodation Waste Forecast

- 5.8 The waste forecasts for Student Accommodation have been based on a typical waste generation rate of 100litres per apartment per week. As all the units are single apartments this is considered robust. The weekly waste generation is forecast as below:

$$1014 \text{ apartments} * 100 \text{ litres} = 101,400 \text{ litres per week}$$

$$= 14,486 \text{ litres per day}$$

- 5.9 This represents a large volume of waste generated and reflects the large number of apartments. The allocation of this waste volume to the relevant waste streams is given in **Table 5.2** below.

Student Accommodation Recycling Streams	General Refuse (inc Organic)	Paper/ Card	Plastic/ Metal/Glass	Total
	51%	24%	24%	100%
Litres per Week	51827	24787	24787	101400
Litres per Day	7404	3541	3541	14486
EuroBin lifts every 2 days	13	6	6	26

Table 5.3 Student Accommodation Waste Forecasts

- 5.10 This table shows that 26 Eurobins are needed assuming that there is a collection every 2 days. On top of this we recommend an additional **2 x Eurobins** that can be used for waste that is either too large or is unsuitable to go down the waste chute.
- 5.11 At the end of term special arrangements may be required for additional waste to be collected with additional skip type bins in the service yard.

Residual Waste Processing

- 5.12 While the development will generate significant volumes of Residual Waste it is noted that the waste collection companies will recycle much of this waste at a Mechanical Recycling Facility and once that is processed the residual waste is sent to an Energy Recovery plant. Through this process only around 2% of material is not recycle or sent for energy recovery.

6 REFUSE STORAGE & COLLECTION

- 6.1 The number of refuse containers needed to store waste depend on collection frequency. The proposed waste storage and collection frequency for the development are now discussed.

Office Bin Store

- 6.2 The office bin store is shown in **Figure 6.1** below along with the short transfer route from the Goods Lift into the bin store and then onwards to the collection point along the service corridor. It is noted that the waste collections will typically be undertaken early in the morning before the cars are parked by commuters arriving for work.

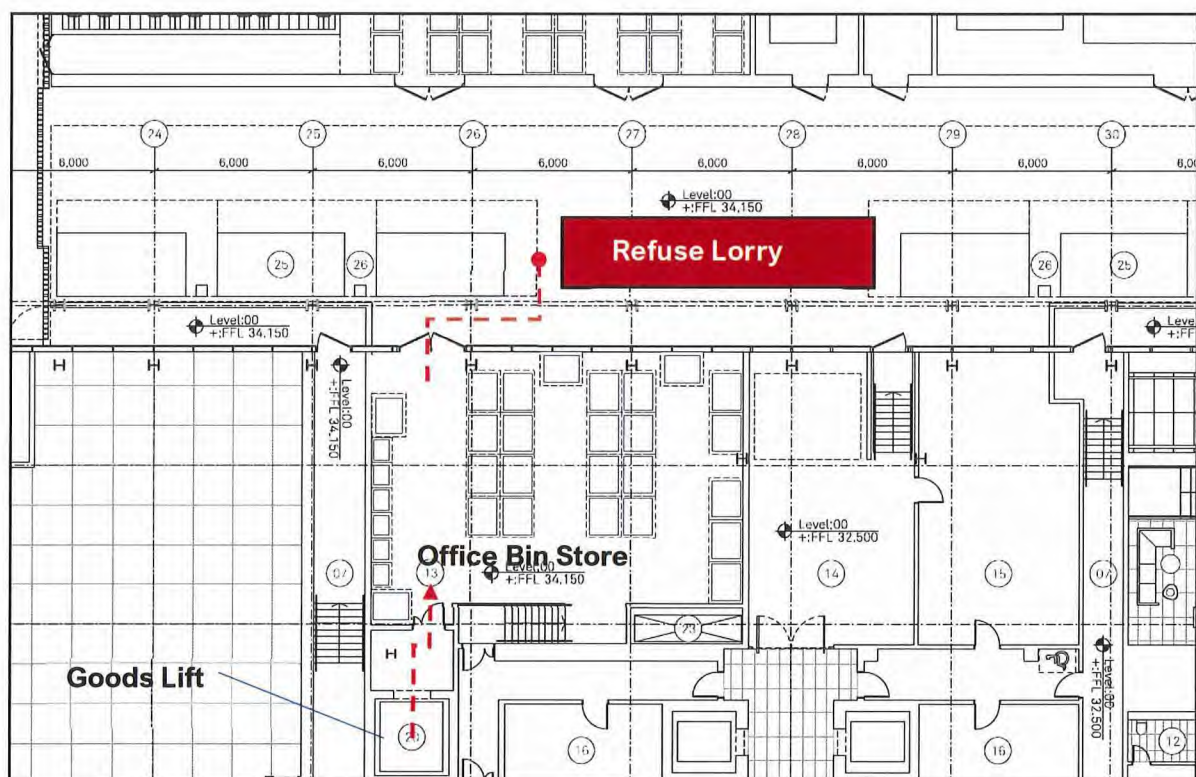


Figure 6.1 Office Bin Store and Waste Transfer Routes

- 6.3 It can be seen that this Bin Store can easily accommodate 21 x 1100litre Eurobins and 9 x 240litre bins plus additional space.

Flexible Commercial Unit Bin Store

- 6.4 As described previously, the flexible Commercial Unit would be stored within its own demise. Its waste would be transferred to the same collection point as the office bins.

Student Accommodation Bin Store

- 6.5 The bin store for the Student Accommodation is shown in **Figure 6.2** along with the transfer route to the collection point.

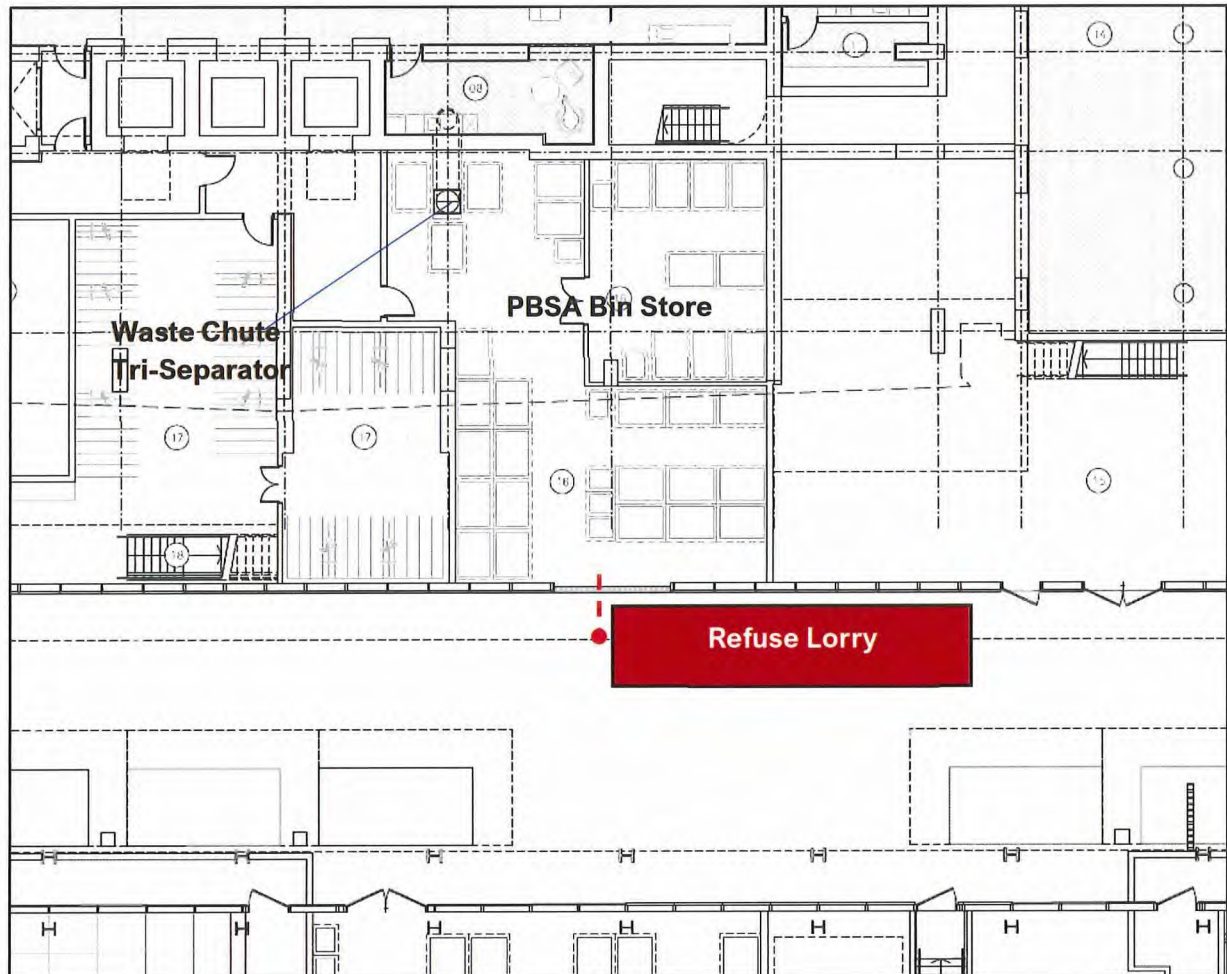


Figure 6.2 Student Accommodation Bin Store

- 6.6 It can be seen the Bin Store for the Student Accommodation offers space for 32x1100litre Eurobins and 7x240litre bins. This provision is greater than the forecast generation rates based on a collection every 2 days.

BREEAM Compliance

- 6.7 To obtain the BREEAM Credit for Operational Waste it is confirmed that the following measures will be in place:
- i) Bins (both within the occupier's demise and in the bin stores) will be clearly labelled, to assist with segregation, storage and collection of the recyclable waste streams;
 - ii) The bin store will be accessible to the building occupants and in particular their cleaners as well as the on-site management team for the deposit of materials and collections by waste management contractors;
 - iii) As has been shown in this report, the bin stores are adequately sized to manage the volume of waste generated and the collection frequency;
 - iv) At this stage no compactor or waste processing is proposed but there is scope to do so should that be required;
 - v) The scheme provides sufficient storage for organic waste; and
 - vi) To assist in cleaning, bin stores will benefit from a water outlet.

Waste Proforma

- 6.8 MCC require that a Waste Pro-Forma be prepared to support the planning application. Using the information presented in this Section 2 and 3 of this report, this has been completed and is presented in **Appendix B**.

7 SUMMARY & CONCLUSIONS

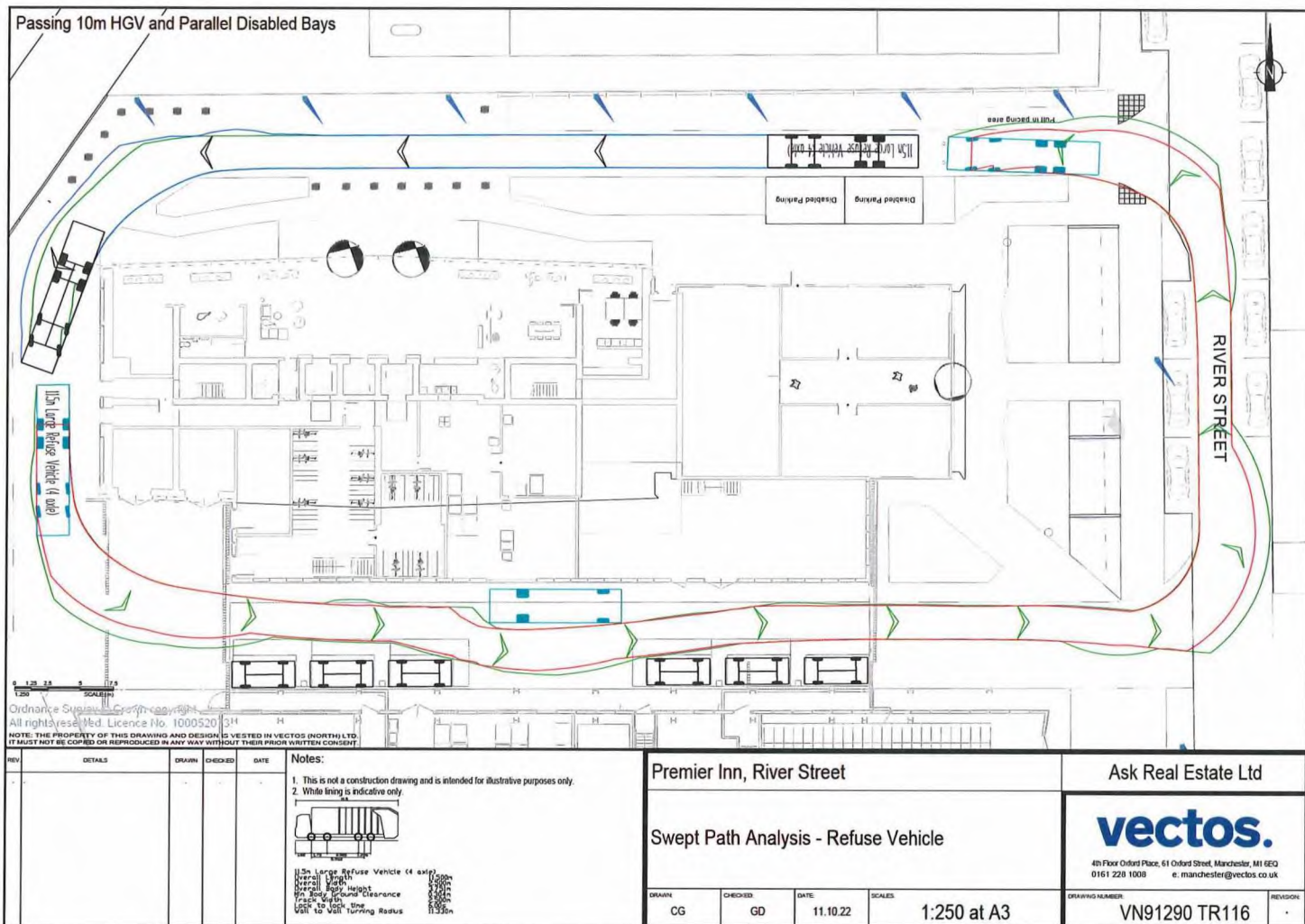
Summary

- 7.1 This document has been prepared in support of a planning application for the redevelopment of the existing Premier Inn site at One Medlock Street in Manchester City Centre to provide a commercial office building and purpose-built student accommodation (PBSA) building.
- 7.2 The proposals are for the demolition of the existing hotel building and structures and the development of the site for commercial (Use Class E) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.
- 7.3 This report has also set out a servicing strategy for the development including the number of vehicles expected throughout the day.
- 7.4 It has set out the likely waste generation for the development and associated refuse storage provision. It has set out the management strategy for that waste and its collection along with a recycling strategy. This report has demonstrated that there is sufficient waste storage provision.

Conclusion

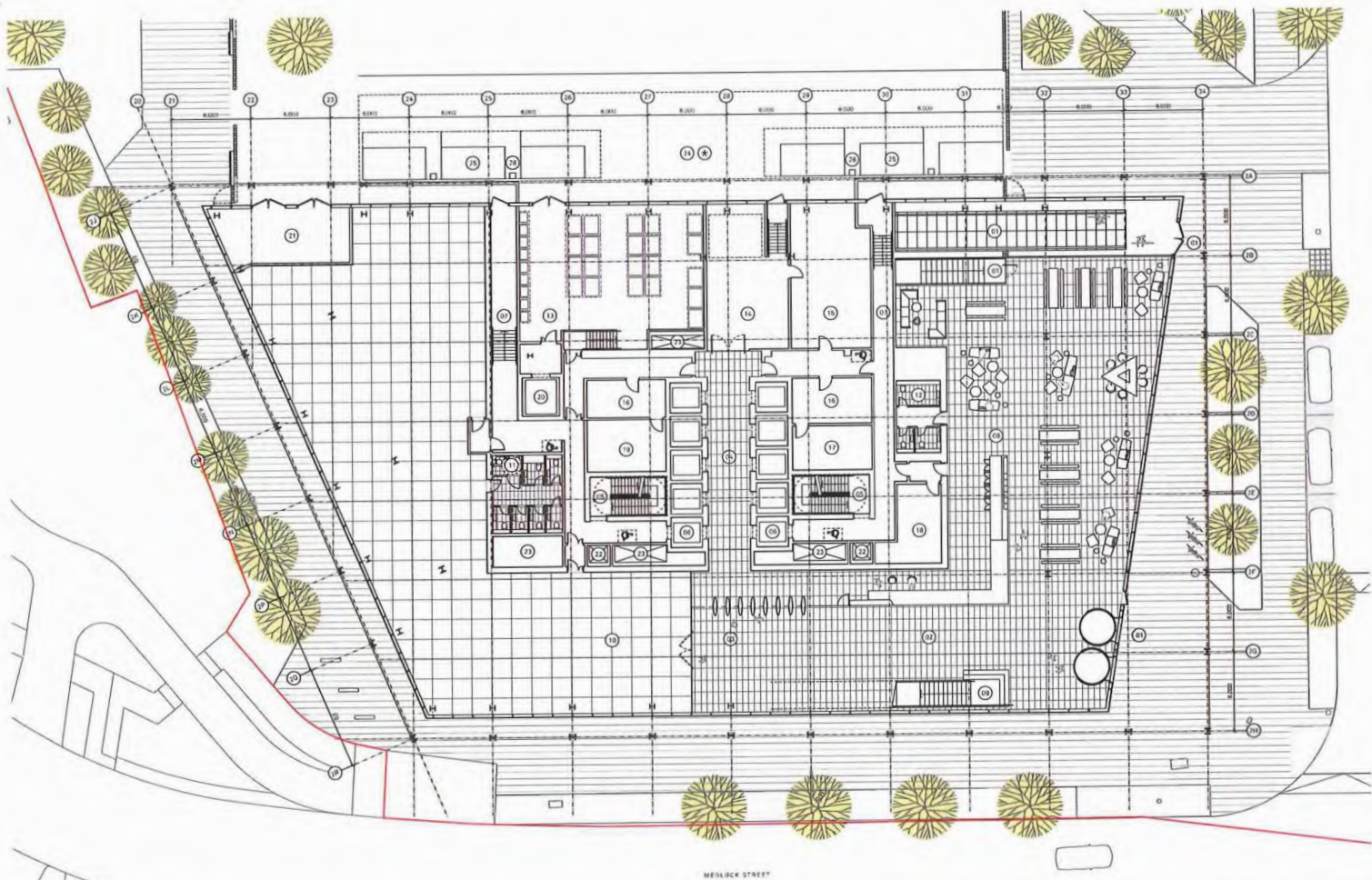
- 7.5 It is concluded that the refuse storage, waste management and collection proposed is appropriate for this scale of development and that waste collection can be undertaken in an efficient manner.

Drawings



Appendix A

Development Plans



Scale: 1/8" = 1'-0"

① Entrance	⑪ Utility	⑲ Entrance	⑲ Commercial	⑲ Refuse room	⑲ Back of house	⑲ Wash room	⑲ Storage	⑲ Parking
② Reception	⑫ Reception	⑳ Stand-off zone	⑳ Access to WC	⑳ Rest room	⑳ Corridor	⑳ Storage	⑳ Storage	⑳ Reception
③ Sanitary	⑬ Reception	⑳ Stand-off zone	⑳ Access to WC	⑳ Rest room	⑳ Corridor	⑳ Storage	⑳ Storage	⑳ Reception

Project: 11725-01

Client: Jon Matthews Architects

Architect: Jon Matthews Architects

Scale: 1/8" = 1'-0"

Date: 11/11/2011

Sheet: 11725-01

Appendix B

MCC Waste Proforma

Appendix E

Proforma for Planning Applications



MANCHESTER
CITY COUNCIL

Planning Application - Waste Management Strategy

Planning Application Number: To be confirmed

Date Submitted:

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	Not applicable for this application	Not applicable for this application
Pulpable Recycling	140 / 240	Not applicable for this application.	Not applicable for this application
Mixed Recycling	140 / 240	Not applicable for this application.	Not applicable for this application
Garden Waste	140 / 240	Not applicable for this application	Not applicable for this application
Food Waste	-	Not applicable for this application.	Not applicable for this application

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space Space to maneuver and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	

Please state number of bins you propose, showing calculations where appropriate.

Waste Assumptions

Office Waste Assumptions

For office-based waste, we have used the BS5906 2005 calculation of 50 litres of waste per office worker per week. The occupancy is based on 1 worker every 10 sqm NIA

- 50 litres of waste generated per person per week

Applying this calculation to the development size of 26,242m² NIA proposals provides the following weekly waste generation

- Weekly Waste = 2624 people x 50 = **131240 litres per week or 26242 litres per day**

Student Accommodation Waste Assumptions

The forecast of the weekly waste generation is based on a rate of 100 litres of waste per week. Applying this calculation to a development size of 1014 apartments, the development proposals provides the following weekly waste generation:

- Weekly Waste = 1014 x 100 = **101,400 litres per week or 14486 litres per day**

Block A Flexible Commercial Space Waste Assumptions

There is a flexible commercial space on the ground floor of the office development. As the land use is not known we have only made an initial robust assessment based on a 150 cover restaurant. These may generate 75 litres of waste per cover per week and generate waste as below:

- Weekly Waste = 150 x 75 = **11250 litres per week or 2250 litres per day**

Block B Flexible Community Space Waste Assumptions

There is a flexible community space within the PBSA covering 293 sqm. The use of this space will be variable and as a general waste forecast we have used a rate of 10litres per sqm per week as below:

- Weekly Waste = 293 x 10 = **2930 litres per week or 586 litres per day**

Recycling of Waste

Waste stream proportions vary according to land use. The data on expected residential and commercial waste streams comes from a variety of sources, including WRAP studies of waste, as well as surveys undertaken by Vectos. The waste recycling for the Student Accommodation land use is affected by the use of a tri-separator so we expect that much of the organic waste will be added to the general waste stream, however a organic recycling scheme will be set up for residents to bring this waste to the bin store. The forecasts are given below

Office						
Person Forecast						
Office Area (NIA) 26242 sqm @ 2624 people based on 10sqm per person NIA						
Weekly Waste Forecast						
BS5906:2005 50 litres per employee per week						
= 2624 persons x 50 litres per week						
= 131210 Litres of waste per week						
26242 Litres of waste per day						
	Office Recycling Streams	General Refuse	Organic	Paper/ Card	Plastic/ Metal/Glass	Total
		30%	5%	50%	15%	100%
	Litres Per Day	7873	1312	13121	3936	26242
	EuroBin lifts per Day	8		12	4	24
	240litre bin lifts per Day		6			6

Block A Flexible Commercial Unit						
Area 320 sqm						
Weekly Waste Forecast						
Broad assumption of a restauramnt with 150 covers @ 75 litres per cover per week						
= 11250 litres per week						
= 2250 litres per day						
	Flexible Commercial Unit Recycling Streams	General Refuse	Organic	Paper/ Card	Plastic/ Metal/Glass	Total
		10%	39%	22%	28%	100%
	Litres per Week	1125	4433	2509	3184	11250
	Litres per Day	225	887	502	637	2250
	360litre bin lifts every day	1		2	2	5
	240litre bin lifts per Day		4			4

Student Accomodation						
Dwellings 1014						
Weekly Waste Forecast						
GD04 Waste Forecast (110 litres per Apartment per Week)						
= 101400 litres per week						
= 14486 litres per day						
	Student Accommodation Recycling Streams	General Refuse (inc Organic)	Paper/ Card	Plastic/ Metal/Glass	Total	
		51%	24%	24%	100%	
	Litres per Week	51827	24787	24787	101400	
	Litres per Day	7404	3541	3541	14486	
	EuroBin lifts every 2 days	13	6	6	26	

Block B Flexible Community Space

Area 293 sqm

Weekly Waste Forecast

Broad assumption of a 10 litres per sqm per week

= 2930 litres per week

= 586 litres per day

	Flexible Community Space Recycling Streams	General Refuse	Paper/ Card	Plastic/ Metal/Glass	Total
		50%	25%	25%	100%
	Litres per Week	1465	733	733	2930
	Litres per Day	293	147	147	586
	360litre bin lifts every 2 days	2	1	1	4

Has / will a contract be obtained with a licensed waste carrier?

Yes

Mixed Use Developments

Are the stores for residential and commercial separate from each other?

Yes

Internal Stores

Please provide details of internal stores / segregation of waste and recycling.

Office Waste

The main volume of waste generated will come from the office workers. The largest component of office waste will be paper, but we recognise that many occupiers are reducing the volume of paper used through different working practices and this will help reduce the volume of waste generated. The expected bin provision is indicated below:

In addition to the above we expect some other smaller waste streams to be generated but managed separately.

That waste can include:

Electrical WEEE items (waste electrical and electronic equipment) - Returned to supplier

Printer & Toner Cartridges - Typically posted to supplier for recycling

Batteries – Set up Battery collection point(s). Arrange for Free collection e.g. BatteryBack

The bin stores at each office level is assumed as follows:

At the end of the desk:

Paper

General waste



Reception:

Batteries

WEEE

Printer cartridges

General Waste



Kitchen:

Food Waste Caddy

General Waste

Mixed recyclables (Plastic/Metals)

Glass



Central Locations in Office (as required):

Mixed Recyclables (Plastic/Metals)

Confidential paper

Paper/Cardboard

General waste

Confidential Waste



Block A Flexible Commercial Unit Waste

It is not possible at this stage to identify the waste stores with the commercial unit. It will be provided with the demise of that unit.

Student Accommodation Waste

Within each apartment there will be 3x separate bins and bags colour-coded to help recycling.

Occupiers will be encouraged to separate waste at the source to aid recycling. The development will benefit from a refuse chute.

The residential waste collection benefits from a tri-separator waste chute from the upper floors. Residents or their cleaners would take the waste from their apartment bins to the refuse chute lobby on their floor. They would select the type of waste stream: General & Foodwaste, Pulpable, Mixed Recyclables and that would be directed to a tri-separator on the ground floor. This would be collected in 1100 litre Eurobins beneath the tri-separator and when full those bins would be swapped over for empty bins by the on-site management team. An example of a waste chute is provided in **Figure 1**.

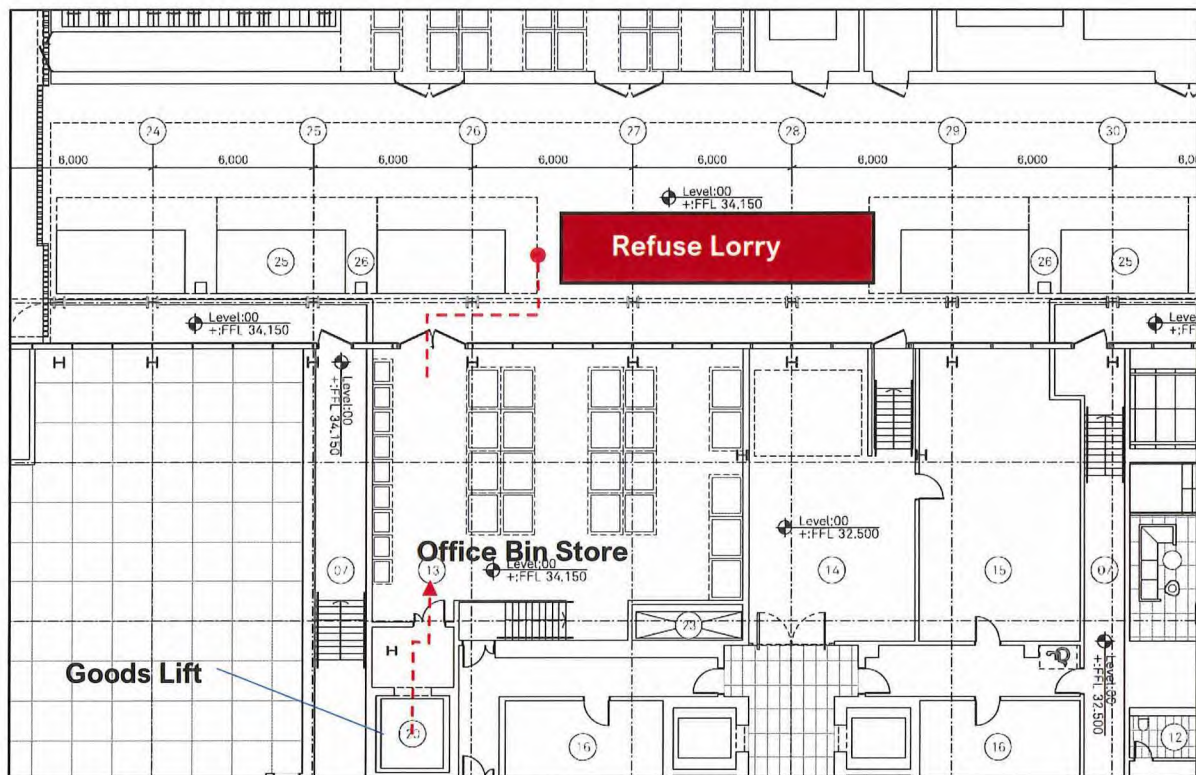


Figure 1: Three Way Waste Chute Panel and Tri-Separator

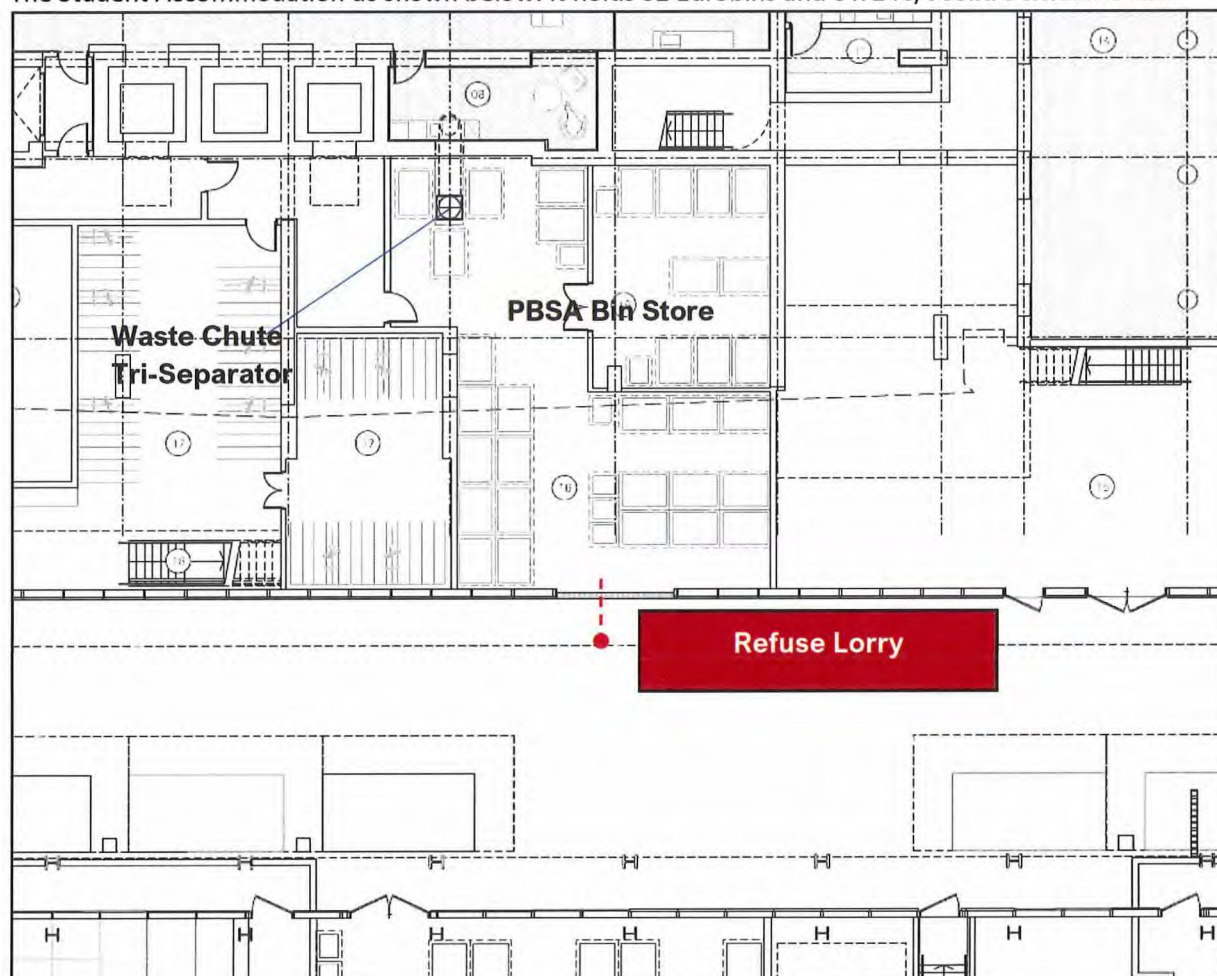
Storage Areas for Waste Containers

Please provide details of container stores, attaching plans if appropriate.

The office refuse store is shown below. This holds 21 Eurobins and 9 x 240litre bins



The Student Accommodation is shown below. It holds 32 Eurobins and 8 x 240/360litre wheeled bins



Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation

The bin stores will be mechanically ventilated.

Hygiene

The floor and walls of the refuse stores across the site will be constructed and finished in materials that are impervious and easily kept clean. Overall waste management would be undertaken by the on-site staff member/management company who would monitor the cleanliness on a regular basis and would ensure that all areas of the site are kept clean as required.

Ensure all bins in the store are accessible

Generally, the refuse store will not be accessible by the students or office workers unless escorted. However, the bins are accessible to the occupiers and their cleaners. The bin storage area includes space for maneuvering and the doors are designed to be wider than the 1.3m minimum.

Y

Ensure recycling facilities are as easy to access as general refuse

Y

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident/ management company.

The on-site staff overseen by the Buildings Management.

The Office waste, Student Accommodation and Flexible Commercial/Community Space waste will be collected by a private contractor as required, with regular collections on a daily or every other day basis

The refuse collection company operatives would take the bins from the bin store to the vehicle and will return the bins to the bin store immediately after collection has taken place. This would be under the direction of the General Manager.

Please ensure that you have attached:

Detailed plans of waste stores	Y – please see site layout plans
Location plans showing stores	
Location plans showing the proposed collection point and the route the collection vehicle will take	Y – detailed within this Proforma

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments

Contact

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Manchester M1 6EQ.
Company no. 07794057

THE COMMON SEAL of THE COUNCIL OF THE
CITY OF MANCHESTER was hereunto affixed in
pursuance of an Order of the Council of the said City:



01122067

AUTHORISED SIGNATORY

Executed as a deed by)

PREMIER INN HOTELS)

LIMITED acting by-a)

director in the presence of:)

its attorney

Director Attorney

MELANIE WILLIAMS

Witness Signature:

Name (Print):

MICHAEL SEEGER

Occupation:

On-site Admin

Address:

Executed as a deed by)

WHITBREAD PENSION)

TRUSTEES acting by two)

directors or a director and)

a secretary)

Director

Director/ Secretary