

Important – Planning permission & notices of consent

Compliance with conditions

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

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

CQ Investments Limited
C/o Agent

Agent (if used)

Miss Jessica Stanley
Deloitte LLP
2 Hardman Street
Spinningfields
Manchester
M3 3HF

Part 1 – Particulars of the application/development

Proposal: Construction of four residential buildings, ancillary amenity building for residents accommodating a tennis court, swimming pool and gym facilities (Use Class C3), ground floor retail units (Use Classes A1, A2, or A3), amenity space for residents within residential buildings, new public realm and landscaping, basement car parking and related highway, access, servicing, engineering and associated works.

Location: Land Bounded By Owen Street, Pond Street, Deansgate And The River Medlock, Manchester, M15 4QA

Date of application: 1 April 2016

Application number: 111719/FO/2016/C1

Part 2 – Particulars of decision

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

Article 35 Declaration

In assessing the merits of an application for planning permission officers will 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, flood risk, aviation safeguarding, biodiversity 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:

Drawing numbers

7359-A-DRG-PL-G000-1000 Planning Red Line Application Drawing
7359-A-DRG-PL-G000-2080 Site Plan - Roof
7359-A-DRG-PL-G000-2081 Site Plan - Roof
7359-A-DRG-PL-G000-2099 Site Plan - Ground Floor
7359-A-DRG-PL-G000-3100 Site Elevation - Owen Street
7359-A-DRG-PL-G000-3200 Site Elevation - Deansgate
7359-A-DRG-PL-G000-3300 Site Elevation - Pond Street
7359-A-DRG-PL-G000-3400 Site Elevation - Medlock
7359-A-DRG-PL-G100-0100 Location Plan - Existing - Red Line
7359-A-DRG-PL-G100-2100 GA Plan - Mezzanine
7359-A-DRG-PL-G100-2101 GA Plan - Level 01
7359-A-DRG-PL-G100-2102 GA Plan - Level 02
7359-A-DRG-PL-G100-2103 GA Plan - Level 03
7359-A-DRG-PL-G100-2105 GA Plan - Level 05
7359-A-DRG-PL-G100-2122 GA Plan - Level 22
7359-A-DRG-PL-G100-2130 GA Plan - Level 30
7359-A-DRG-PL-G100-2144 GA Plan - Level 44
7359-A-DRG-PL-G100-2145 GA Plan - Level 45
7359-A-DRG-PL-G100-2196 GA Plan - Basement 2
7359-A-DRG-PL-G100-2197 GA Plan - Basement 1
7359-A-DRG-PL-G100-2198 GA Plan - Lower Ground Floor
7359-A-DRG-PL-G100-2199 GA Plan - Ground Floor
7359-A-DRG-PL-G100-2200 GA Plan - Roof Plan
7359-A-DRG-PL-G100-3100 Section S-03
7359-A-DRG-PL-G100-3200 Section S-01
7359-A-DRG-PL-G100-3300 Section S-02
7359-A-DRG-PL-G100-3400 Section S-04
7359-A-DRG-PL-G100-3500 Section S-05
7359-A-DRG-PL-G100-3600 Section S-06
7359-A-DRG-PL-G100-4100 GA Elevation E-01 - Deansgate
7359-A-DRG-PL-G100-4200 GA Elevation E-02 - Owen Street
7359-A-DRG-PL-G100-4300 GA Elevation E-03 - Pond Street
7359-A-DRG-PL-G100-4400 GA Elevation E-04 - Medlock
7359-A-DRG-PL-G200-2111 GA Plan - Tower A - Type A
7359-A-DRG-PL-G200-2112 GA Plan - Tower A - Type B
7359-A-DRG-PL-G200-2116 GA - Plan - Tower A - Type C
7359-A-DRG-PL-G200-2144 GA Plan - Tower A - Type P1
7359-A-DRG-PL-G200-2145 GA Plan - Tower A - Type P2
7359-A-DRG-PL-G200-2146 GA Plan - Tower A - Type AW
7359-A-DRG-PL-G200-2147 GA Plan - Tower A - Type CW
7359-A-DRG-PL-G200-2153 GA Plan - Tower A - Type D
7359-A-DRG-PL-G200-2154 GA Plan - Tower A - Type E
7359-A-DRG-PL-G200-2158 GA Plan - Tower A - Type F
7359-A-DRG-PL-G200-2162 GA Plan - Tower A - Penthouse Level 1
7359-A-DRG-PL-G200-2163 GA Plan - Tower A - Penthouse Level 2
7359-A-DRG-PL-G200-2202 GA Plan - Tower B - Type A
7359-A-DRG-PL-G200-2210 GA Plan - Tower B - Type B
7359-A-DRG-PL-G200-2216 GA - Plan - Tower B - Type C
7359-A-DRG-PL-G200-2236 GA Plan - Tower B - Type AW

7359-A-DRG-PL-G200-2237 GA Plan - Tower B - Type CW
 7359-A-DRG-PL-G200-2242 GA Plan - Tower B - Type D
 7359-A-DRG-PL-G200-2243 GA Plan - Tower B - Type E
 7359-A-DRG-PL-G200-2247 GA Plan - Tower B - Type F
 7359-A-DRG-PL-G200-2250 GA Plan - Tower B - Type PH Level 01
 7359-A-DRG-PL-G200-2251 GA Plan - Tower B - Type PH Level 02
 7359-A-DRG-PL-G200-4101 GA Elevation E-01/E-03 - Tower A - Owen Street/Lobby
 7359-A-DRG-PL-G200-4102 GA Elevation E-02/E-04 - Tower A - Drop Off/Pond Street
 7359-A-DRG-PL-G200-4201 GA Elevation E-01/E-03 - Tower B - Lobby/River Place
 7359-A-DRG-PL-G200-4202 GA Elevation E-02/E-04 - Tower B - Medlock/Pond Street
 7359-A-DRG-PL-G200-4301 GA Elevation E-01/E-03 - Tower C - Owen Street/Medlock
 7359-A-DRG-PL-G200-4302 GA Elevation E-02/E-04 - Tower C - Plaza/Lobby
 7359-A-DRG-PL-G200-4401 GA Elevation E-01/E-03 - Tower D - Owen Street/Medlock
 7359-A-DRG-PL-G200-4402 GA Elevation E-02/E-04 - Tower D - Deansgate/Building E Passage
 7359-A-DRG-PL-G200-4501 GA Elevation E-01 - Building E - Owen Street
 7359-A-DRG-PL-G200-4502 GA Elevation E-02 - Building E - Medlock
 7359-A-DRG-PL-G200-4503 GA Elevation E-03/E-04 - Building E - Passage/Drop Off
 7359-A-DRG-PL-G200-4601 GA Elevation E-01 - Lobby - Pond Street
 7359-A-DRG-PL-G200-4602 GA Elevation E-02/E-03 - Lobby - Medlock/Owen Street
 7359-A-DRG-PL-G251-5101 Detail - Tower A,B,C,D - Typical Façade 01 - Silver
 7359-A-DRG-PL-G251-5102 Detail - Tower A,B,C,D - Typical Façade 02 - Grey
 7359-A-DRG-PL-G251-5104 Elevation Detail - Tower A,B,C,D - Typical Façade 01 - Silver - 2Bed Scenario - Wintergarden
 7359-A-DRG-PL-G251-5105 Elevation Detail - Tower A,B,C,D - Typical Façade 02 - Grey - 2Bed Scenario - Wintergarden
 7359-A-DRG-PL-G251-5106 Elevation Detail - Tower A,B,C,D - Typical Façade 01 - Silver - 3Bed Scenario - Wintergarden
 7359-A-DRG-PL-G251-5107 Elevation Detail - Tower A,B,C,D - Typical Façade 02 - Grey - 3Bed Scenario - Wintergarden
 7359-A-DRG-PL-G251-5108 Elevation Detail - Tower A,B,C,D - Typical Façade 01 - Silver - 2Bed Scenario - No Wintergarden
 7359-A-DRG-PL-G251-5109 Elevation Detail - Tower A,B,C,D - Typical Façade 02 - Grey - 2Bed Scenario - No Wintergarden
 7359-A-DRG-PL-G251-5110 Elevation Detail - Tower A,B,C,D - Typical Façade 01 - Silver - 3Bed Scenario - No Wintergarden
 7359-A-DRG-PL-G251-5111 Elevation Detail - Tower A,B,C,D - Typical Façade 02 - Grey - 3Bed Scenario - No Wintergarden
 7359-A-DRG-PL-G251-5501 Detail - Building E - Typical Façade;
 2289 101 Revision A Landscape Layout;
 2289 102 Revision B Landscape GA (Key Plan);
 2289 103 Revision B Hardworks Layout (1 of 3);
 2289 104 Revision B Hardworks Layout (2 of 3);
 2289 105 Revision B Hardworks Layout (3 of 3);
 2289 106 Revision A Roof Garden Layout;
 2289 107 Revision A Landscape Sectional Elevations;
 2289 108 Revision A Landscape Sectional Elevations;
 2289 201 Revision B Planting Plan (1 of 2);
 2289 202 Revision B Planting Plan (Sheet 2 of 2);
 2289 203 Planting Plan - Roof Garden;
 2289 401 Revision B Indicative Lighting Layout;
 2289 402 Revision B Street Furniture and Boundaries;

Design and Access Statement dated 21.03.2016;

Planning and Tall Building Statement dated March 2016;
 Landscape Design Statement (2289 501) by TPM, dated March 2016;
 Landscape Management Report by TPM, dated March 2016;
 Ecological Survey and Assessment by ERAP Ltd, dated September 2015;
 Television Desk Study by Pager Power, dated March 2016;
 Geo Assist, Remediation Strategy dated May 2016 reference 5752/ows/CLRA;
 Environmental Standards Statement by Element Sustainability dated February 2016;
 SK Technical Note dated 2 June 2016;
 Ventilation Systems Strategy Report by WSP dated February 2016;
 Management Statement dated January 2016;
 Crime Impact Statement, Version C dated 09.03.16;
 Environmental Statement:

- o Volume 1, dated March 2016
- o Volume 2 Technical Appendices, dated March 2016
- o Non-Technical Summary, dated March 2016

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.

3) Prior to development commencing a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

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

4) The applicant or their agents or successors in title will secure the implementation of a programme of archaeological post-excavation works. The works are to be undertaken before first occupation of the development in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

- a. A programme for post investigation assessment and analysis to include:
 - detailed studies of the finds by appropriate specialists
 - production of a final report on the significance of the below-ground archaeological interest.
- b. Deposition of the final report with the Greater Manchester Historic Environment Record.
- c. Dissemination of the results to the local and wider community, to include a public lecture to local residents, a scheme of display and interpretation within the new public realm, a popular publication in the Greater Manchester Past Revealed series, and an academic article or monograph dependent on the significance of the results.
- d. Provision for archive deposition of the report and records of the site investigation.
- e. 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 12, Paragraph 141 of the National Planning Policy Framework.

5) The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

6) The details of an emergency telephone contact number for the site manager shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

7) The development shall not commence unless and until a site-wide vehicular access strategy, which shall include details of vehicular drop-off and pick-up arrangements at the site, has been submitted to and agreed in writing by the City Council as local planning authority. Vehicular access for drop-offs and pick-ups shall thereafter take place 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.

8) The development shall not commence unless and until a servicing management strategy has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place 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.

9) Before first occupation of any part 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. 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 shall be fully implemented, prior to first occupation of the building, 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.

10) Before first occupation of the development full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

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

11) 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.

12) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

13) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity.

14) Conditions 15 to 45 inclusive of this planning permission shall apply separately to the different phasing zones of the site as defined on a drawing/phasing plan to be submitted to the City Council as local planning authority before development commences.

Reason - For the avoidance of doubt to allow the development to be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

15) The development hereby approved shall not commence unless and until a Construction Environmental Management Plan (CEMP), including details of the following, has been submitted to and approved in writing by the City Council as local planning authority:

*Hours of site opening/operation;

* Noise and vibration assessment based on British Standard 5228, with reference to other relevant standards;

- *Community Consultation Strategy, which should include details of how and when local businesses and residents would be consulted on matters such as out of hours works;
- * A Site Waste Management Plan,
- * Air Quality Plan;
- *A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- *The parking of vehicles of site operatives and visitors;
- *Loading and unloading of plant and materials;
- *Storage of plant and materials used in constructing the development;
- *The erection and maintenance of security hoarding;
- *Measures to control the emission of dust and dirt during construction;
- *A scheme for recycling/disposing of waste resulting from construction works;
- *Details of and position of any proposed cranes to be used on the site and any lighting;
- *A detailed programme of the works and risk assessments;
- *Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan.

The construction of the development shall take place in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

16) Prior to the commencement of development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme 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) The development shall be carried out in accordance with the approved Remediation Strategy (Geo Assist, Remediation Strategy dated May 2016 reference 5752/ows/CLRA), and a watching brief shall be undertaken during all earth works and construction activities.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until a report, outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

On completion of the development and before the development is first occupied a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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.

18) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part 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.

19) The development hereby approved shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

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

20) Fumes, vapours and odours shall be extracted and discharged from the premises 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 before the use commences.

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

21) The A3 uses hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) The leisure facilities provided ancillary to the residential accommodation hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order to protect the amenity of local residents in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

23) No part of the site outside the building 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.

24) Before any A3 use hereby approved commences, the premises 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.

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.

25) Before any leisure uses provided ancillary to the residential accommodation hereby approved commence, the premises 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.

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.

26) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the main roads and surrounding road networks, and any other actual or potential sources of noise that require consideration on or near the site, including any local commercial/industrial premises, shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed 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.

27) Before first occupation of the development 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.

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

28) Before the development hereby approved commences, full details of electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) shall be submitted to and approved in writing by the City Council as local planning authority. The approved EVC infrastructure shall be put in place before the car park use commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

29) No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

In order to discharge the above drainage condition the following additional information shall be provided:

- a. Surface water drainage including:
 - o Drainage layout with evidence that the drainage system has been designed in line with the submitted FRA and Drainage Strategy (694-01 Owen St., Manchester Flood Risk Assessment & Surface Water Management Strategy January 2016);
 - o Design that is maximising surface water management using green roofs and raingardens as per the FRA (Section 7.2. Table 3), which is more than what is currently proposed within the SuDS Statement;
 - o Assessment of overland flow routes for extreme events that is diverted away from buildings;
 - o Long and cross sections for the proposed drainage system and finished floor levels.
 - o Construction details of flow control and SuDS elements.
- b. Proposal of surface water management during construction period.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy.

30) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o 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 prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy.

31) The development hereby approved shall not be occupied unless and until the following recommendations of the Flood Risk Assessment (FRA) submitted with the application have been implemented:

- i. The internal and external levels are set in accordance with Section 6 of the FRA.
- ii. Identification and provision of safe routes into and out of the site to an appropriate safe haven.
- iii. The preparation of an emergency evacuation plan, including the registration with Floodline to receive a Flood Warning.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

32) Foul and surface water shall be drained on separate systems.

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.

33) No development shall commence until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The obstacle lighting scheme shall thereafter be implemented as approved.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

34) No development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), has been agreed with the Operator(2), in consultation with the Aerodrome Safeguarding Authority for Manchester Airport, and approved in writing by the City Council as local planning authority. The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

(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.

35) No development shall take place or material or machinery brought on site until a method statement to protect the River Medlock from accidental spillages, dust and debris has been submitted to and agreed in writing by the City Council as local planning authority. The approved method statement shall be implemented and maintained for the duration of the construction period in accordance with the approved details.

Reason - To protect the watercourse from pollution, pursuant to Policies EN17 and DM1 of the Core Strategy.

36) No development shall take place until a landscape and ecological management plan for the River Medlock has been submitted to and approved in writing by the City Council as local planning authority. The content of the plan shall include:

a) Details of bird nesting, bird perching and bat roosting opportunities including target species and number of nesting opportunities provided

- b) A lighting strategy for the river including details of avoidance measures for ecologically sensitive species
- c) A feasibility study for enhancement of the river channel
- d) Invasive species monitoring within the channel and growing on the walls
- e) Native species planting
- f) Timing of works
- g) Monitoring

The works shall be carried out strictly in accordance with the approved details.

Reason - To enhance, restore or create new biodiversity either on-site or adjacent to the site in order to contribute to linkages between valuable or potentially valuable habitat areas, pursuant to Policy EN15 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

37) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in with the recommendations contained within section 3.3 of the attached Crime Impact Statement dated (09/03/2016 - URN: 2015/0490/CIS/01 Version C) and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

38) No development shall commence unless and until samples and specifications of all hard landscape materials for external areas, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority. Thereafter, all materials to be implemented in the external areas of the development shall be fully in accordance with those which have been approved.

Reason - To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

39) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

40) The development hereby approved shall include a building lighting scheme for the period between dusk and dawn. Full details of such a scheme, including how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is completed. The approved scheme shall be implemented in full before the development is first occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

41) Before the development commences, 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 Desk Study by Pager Power, dated March 2016 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.

42) No part of the development shall be occupied until space and facilities for motorcycle and bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for motorcycle and 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.

43) No part of the development shall be occupied unless and until 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.

44) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at

least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

45) Before first occupation of any of the ground floor commercial uses (Use Classes A1, A2 or A3) the following details shall be submitted to and agreed in writing by the City Council as local planning authority:

- (a) a shop front and signage strategy;
- (b) a layout and design strategy for any outside furniture and associated fixtures and fittings.

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

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

46) Before the development is first occupied, the highway works to Owen Street and Pond Street shall be carried out in full in accordance with full details to be submitted to and approved in writing by the City Council as local planning authority.

Reason - In the interests of highway safety, pursuant to policy DM1 of the Core Strategy.

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

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

- o Monday - Friday: 7.30am - 6pm
- o Saturday: 8.30am - 2pm
- o Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase.

With regard to the operation of cranes at the site, the developer or crane operator must contact Manchester Airport Airfield Safety and Compliance at least one month in advance of intending to erect a crane in order to obtain a Manchester Airport Tall Equipment Permit. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with. This will include (but may not be limited to) the need to display aeronautical obstacle lighting.

Reason: In the interests of aviation safety.

The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Date: 4 July 2016

Signed: 

Julie Roscoe
Head of Planning, Building Control & Licensing

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

Notes

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

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the First 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 Appeals area of the Planning Portal – www.planningportal.gov.uk/pcs. The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal).

This may include a copy of the original planning application form and any supporting documents supplied to the local planning authority. By you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information, that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission. More detailed information about data protection and privacy matters is available on the Planning Portal.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

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

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 First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he 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 First Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

