MANCHESTER CITY COUNCIL

Important – Planning permission & notices of consent

Compliance with conditions

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

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Barney Harle
Manchester City Council
Town Hall Extension
PO Box 532
Manchester
M60 2LA

Agent (if used)

Mrs Heather Leeson
Buttress
41 Bengal Street
Manchester
M4 6AF

Part 1 – Particulars of the application/development

Proposal: Variation of conditions 2 and 8 of planning permission 130627/FO/2021 to reconfigure internal layout of the development with associated elevational alterations, alterations of landscaping, modification to access and creation of a servicing bay to Poland Street together with amendments to the trigger within condition 8

Location: Land At Poland Street, Manchester, M4 6AZ

Date of application: 12 December 2022

Application number: 135720/JO/2022

Part 2 – Particulars of decision

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

Article 35 Declaration

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

Condition(s) attached to this decision

1) The development must be begun not later than the 30 July 2024.

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

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

Drawings and documents approved as part of planning application 135720/JO/2022

9032-BA-XX-01-DR-A(04)901 Rev 02, 9032-BA-XX-02-DR-A(04)902-Rev 02, 9032-BA-XX-00-DR-A(04)900 Rev P02, 9032-BA-XX-05-DR-A(04)905 Rev P02, 9032-BA-XX-03-DR-A(04)903 Rev P02, 9032-BA-XX-04-DR-A(04)904 Rev P02, 9032-BA-XX-06-DR-A(04)906 Rev P02, 9032-BA-XX-07-DR-A-(04)907-Rev P02, 9032-BA-XX-08-DR-A(04)908 Rev P02, 9032-BA-XX-09-DR-A(04)909 Rev P02, 70104584 SK01 100223 Rev A, 70104584 SK02 100223 Rev A, 70104584 SK02 100223 Rev and 70104584 SK03 100223 Rev A received by the City Council, as Local Planning Authority, on the 14 February 2023

9032-BA-XX-XX-DR-A-(05)900 Rev 01, 9032-BA-XX-XX-DR-A-(05)901 Rev 01, 9032-BA-XX-XX-DR-A-(05)902 Rev 01, 9032-BA-XX-XX-DR-A-(05)902 Rev 01, 9032-BA-XX-XX-DR-A-(05)903 Rev 01, 9032-BA-XX-XX-DR-A-(05)904 Rev 01, 9032-BA-XX-XX-DR-A-(05)905 Rev 01, 9032-BA-XX-XX-DR-A-(05)906 Rev 01, 9032-BA-XX-XX-DR-A-(05)907 Rev 01, 9032-BA-XX-XX-DR-A-(06)900 Rev 01 and 9032-BA-XX-XX-DR-A-(06)901 Rev 01 received by the City Council, as Local Planning Authority, on the 12 December 2023

Waste Management Statement (221209_WasteManagementStrategy_Version3), Acoustic Statement (20291-R05-G Acoustic planning report), Transport Technical Note & Tracking Drawing (Ancoats Hub - Highways Tech Note v2 & Swept Path Assessment SK02 011222), Crime Impact Statement (21-0130-02, Mobility Hub Version B) received by the City Council, as Local Planning Authority, on the 12 December 2023

Design and Access Statement Addendum (221209_MobilityHub_DesignandAccessStatement Addendum_Version2), Technical note prepared by WSP received by the City Council, as Local Planning Authority, on the 14 February 2023

Drawings and documents approved as part of planning permission 130627/FO/2021

Supporting information

Heritage Statement prepared by Buttress Architects; Archaeological Desk Based Assessment prepared by Salford Archaeology; Flood Risk and Drainage Strategy prepared by Hill Cannon; Environmental Standards and Energy Statement prepared by Buro Happold; Planning Statement (including Green & Blue Infrastructure) prepared by Deloitte Real Estate; Statement of Consultation prepared by Deloitte Real Estate; Air Quality Report prepared by Hoare Lea; Phase 1 Site Investigation Report prepared by E3P; Ecological Assessment prepared by Tyler Grange; Arboricultural Impact Assessment prepared by Tyler Grange; Transport Assessment prepared by Hydrock; Framework Construction Management Plan prepared by Manchester Life Strategic Development Company; Local Benefit Strategy: Statement of Intent prepared by Manchester Life Strategic Development Company; Ventilation Strategy prepared by Buro Happold; Daylight/Sunlight Assessment prepared by GIA; TV Reception Survey prepared by PagerPower; and, Operational and Car Parking Management Statement prepared by Manchester Life Strategic Development Company; Health Impact Statement prepared by Buro Happold; Strategic Case for the Hub prepared by Hillbreak; Technical Case for the Hub prepared by Deloitte; and, Sustainability Statement

prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021.

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

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

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

4) a) The development shall not commence (other than site clearance and demolition) until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

5) (1) The development shall be carried out in accordance with Document Reference: NWCH Ancoats Mobility Hub Archaeological Evaluation written scheme of investigation received by the City Council, as Local Planning Authority, on the 27 September 2022 (as approved under CDN/22/0692). Prior to the first use of the development, the following shall be undertaken and submitted for approval in writing by the City Council, as Local Planning Authority.

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 record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

6) Notwithstanding the details submitted on the Flood Risk and Drainage Strategy prepared by Hill Cannon stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, (a) the development shall not commence (excluding demolition and site clearance) until a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing site boundary and all proposed components, levels, inlets, discharge points and connectivity.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. Appraisal shall be presented.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area, which shall be no greater than 5 l/s;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- 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;
- 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;
- 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.
- Progression through drainage hierarchy shall be evidence-based: feasibility of infiltration discharge to be appraised. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24
hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.

- Details of the proposed interceptor shall be given.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

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

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

7) The development shall not commence (excluding demolition and site clearance) until a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Dilapidation survey;
- Consultation with local residents/businesses;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Methods to deal with the possible presence of badgers;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

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

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

9) a) Notwithstanding the Phase 1 Geoenvironmental Site Assessment, Manchester Life, Back of Ancoats Phase 1 - Mobility Hub, E3P, Reference: 18-868-R1-1, Dated: May 2021 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, the development shall not commence (excluding demolition and site clearance) until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of Site Investigation Proposals

- Submission of a Site Investigation and Risk Assessment Report

- Submission of a Remediation Strategy

b) When the development 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 City Council as Local Planning Authority prior to the first use of the development.

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.

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.

10) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of the development hereby approved.

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

11) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include:

- Verification report providing photographic evidence of construction as per design drawings. For the avoidance of doubt this must include all key components including attenuation and flow control.
- As built construction drawings if different from design construction drawings.

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

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

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 policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

12) (a) Notwithstanding drawing 9032-BA-XX-00-DR-A(04)900 Rev P02 and the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023, prior to the installation of the hard and soft landscaping scheme, details of a hard and soft landscaping treatment scheme (including street trees) shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first use of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

14) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (Laeq) below the typical background (La90) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification

report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

15) Prior to any above ground works, a Noise Management Plan (NMP), to assess noise from all activities associated with the use of the central delivery hub and loading bay on Poland Street, shall be submitted for approval in writing by the City Council as local planning authority. The approved plan, including any agreed mitigation measures, shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development is in use.

Reason - To minimise the impact of the activities of the delivery hub and loading bay on nearby residential properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) The social space and cycle cafe, as indicated on drawing 9032-BA-XX-00-DR-A(04)900 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023 shall can be occupied as Use Class E and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

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

17) (a) Notwithstanding the Acoustic Statement (20291-R05-G Acoustic planning report), received by the City Council, as Local Planning Authority, on the 12 December 2022, prior to the first use of the social space and cycle cafe as indicated on drawing 9032-BA-XX-00-DR-A(04)900 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023, a scheme of acoustic insulation for that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be control led to 10dB below the LA90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively

(b) Prior to the first use of the social space and cycle cafe, a verification report will be required to validate that the work undertaken conforms to the recommendations and

requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

18) Prior to the first use of the social space and cycle cafe, as shown on drawing 9032-BA-XX-00-DR-A(04)900 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

19) Prior to the first use of the social space and cycle cafe as indicated on drawing 9032-BA-XX-00-DR-A(04)900 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of the commercial unit and thereafter retained and maintained in situ.

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

20) Deliveries, servicing and collections including waste collections to the social space, cycle cafe and delivery hub (including use of Poland Street Loading Bay), as indicated on 9032-BA-XX-00-DR-A(04)900 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023 shall not take place outside the following hours:

Monday to Saturday 07:00 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

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

21) The social space and cycle cafe hereby approved, as indicated on 9032-BA-XX-00-DR-A(04)900 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 19:30
Sundays (and Bank Holidays): 10:00 to 18:00

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

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) The social space and cycle cafe as shown on drawing 9032-BA-XX-00-DR-A(04)900 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023, shall remain as one unit and shall not be sub divided without the benefit of planning permission being secured.

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

23) The development hereby approved shall be carried out in accordance with the Waste Management Statement (221209_WasteManagementStrategy_Version3), received by the City Council, as Local Planning Authority, on the 12 December 2023. 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 - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

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

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

25) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby existing residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

26) The development shall be carried out in accordance with the Crime Impact Statement (Rev B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 12 December 2022. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

27) Notwithstanding the TV Reception Survey prepared by PagerPower, stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

28) Prior to the first use of the development, details of bird and bat boxes to be provided (including location and specification) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

29) Prior to the first use of the development hereby approved a signage strategy for the building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

30) The Mobility Hub hereby approved shall be used as a multi modal Mobility Hub (Sui Generis) including 408 car parking spaces, 150 cycle Hub and delivery Hub with

ancillary commercial space (221 sqm) 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).

Reason - To ensure that the accommodation is used solely for the intended purpose - as a mobility hub and to safeguard the amenities of the neighbourhood; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of the hubs facilities pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

31) Prior to the first use of the development hereby approved, the 408 space car parking layout (including 24 disabled spaces) as indicated on drawings 9032-BA-XX-01-DR-A(04)901 Rev 02, 9032-BA-XX-02-DR-A(04)902-Rev 02, 9032-BA-XX-00-DR-A(04)900 Rev P02, 9032-BA-XX-05-DR-A(04)905 Rev P02, 9032-BA-XX-03-DR-A(04)903 Rev P02, 9032-BA-XX-04-DR-A(04)904 Rev P02, 9032-BA-XX-06-DR-A(04)906 Rev P02, 9032-BA-XX-07-DR-A-(04)907-Rev P02, 9032-BA-XX-08-DR-A(04)908 Rev P02, 9032-BA-XX-09-DR-A(04)909 Rev P02 received by the City Council, as Local Planning Authority, on the 14 February 2023 shall be implemented and made available. The car parking shall remain available for as long as the Mobility Hub remains in use.

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

32) (a) Prior to the first use of the development, details, location and specification of electric car charging points for 25% of the car parking spaces hereby approved together confirmation that the remaining spaces be fitted with infrastructure for future electric car charging capability shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first use of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

33) (a) Prior to the first use of the cycle hub, the 150 cycle spaces, as indicated on drawing 9032-BA-XX-00-DR-A(04)900 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023 shall be implemented and retained and maintained in situ for as long as the development remains in use.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter.

Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures and air quality pursuant to policies SP1,T1, T2, EN14 and DM1 of the Manchester Core Strategy (2012).

34) (a) Prior to the first use of the Mobility hub, the 20 car club spaces and 10 car share spaces shall be implemented, made available and retained in situ for as long as the development remains in use.

(b) The number of car club and car share spaces shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional car club or car share space identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient car club and car share spaces at the development and the residents in order to support modal shift measures and air quality pursuant to policies SP1,T1, T2, EN14 and DM1 of the Manchester Core Strategy (2012).

35) Prior to the first use of the development hereby approved, a travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

i) the measures proposed to be taken to reduce dependency on the private car by those using the hub and encouraging sustainable travel options including measures to integrate into the city centre transport infrastructure and digital platforms;
ii) a commitment to surveying the travel patterns of users during the first three months of the first use of the Mobility hub and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the Mobility hub, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for users, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

36) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

37) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Impact Assessment prepared by Tyler Grange stamped as received by the City Council, as Local Planning Authority on the 3 June 2021; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

38) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the Mobility Hub (including cross sections) as indicated on drawings 9032-BA-XX-09-DR-A (04)909 Rev 02 stamped as received by the City Council, as Local Planning Authority, on the 14 February 2023. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

39) Notwithstanding drawings 70104584 SK01 100223 Rev A, 70104584 SK02 100223 Rev A, 70104584 SK02 100223 Rev A, 70104584 SK03 100223 Rev A received by the City Council, as Local Planning Authority, on the 14 February 2023, prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- SCOOT revalidation for the junction of Rochdale Road and Livesey Street;
- Installation of a camera at the junction of Rochdale Road and Livesey Street;
- Installation of a junction plateau and tactile paving at Poland Street/Silt Street and George Leigh Street;

- Dropped crossings to facilitate entrance to the Mobility Hub
- Installation of tactile paving and footway resurfacing
- Creation of a Loading Bay and widening of the pedestrian footway to Poland Street
- Pedestrian crossing points across Poland Street
- Cycle route connectivity between the eastern footway on Poland Street the area of public realm to the south of the application site
- The proposed one-way routing along Poland Street and George Leigh Street
- Introduction of Traffic Regulation Orders within the vicinity of the development.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

40) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

41) Prior to the first use of the Mobility Hub, a Hub management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include detailed management arrangements for the Hub including arrangements for supporting the shift from usage by commuters to a residents as developments in the Poland Street area are completed.

The approved details shall then be implemented and be in place prior to the first use of the development and thereafter retained and maintained in situ.

(b) The management plan shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). A revised management plan shall be completed within 7 days of each annual review date and the revised management plan shall be provided to the City Council within 7 days thereafter. Any additional measures identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interest of ensuring the Hub is appropriately managed and supporting the transition for usage by commuters to residents as the residential developments in the Poland Street Zone are completed pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

42) The demolition works shall be carried out in accordance with the Asbestos removal, soft stripping and demolition of Ancoats Mobility Document Reference: PPO MS C0501/1 Rev 0 by PP O'Connor; Bowner and Kirkland Ltd Health and Safety (CDM) Plan Version 9; Ancoats Mobility Hub Condition Survey dated 01/08/22 (e-mail);and Neighbour Notification Letter dated 128868/FO/2020 (as approved under CDN/22/0842).

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the

environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

Informatives

Building Regulations 2010
This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements
Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:
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.

As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species(Amendment) (EU Exit) Regulations 2019it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat work employed to assess how best to safeguard the bat(s). Natural England should also be informed.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also

be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer.

Date: 27 February 2023

Signed:

Julie Roscoe
Director of Planning, Building Control & Licensing

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

Notes

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

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

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

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

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

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

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

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase their 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.