

Topic	Comment / Proposed Condition	Responsibility	Response
Construction Management Plan - EHO	Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum: • Measures to control noise and vibration; • Dust suppression measures; • Compound locations where relevant; • Details of an emergency contact telephone number; • A community consultation plan; and • Sheeting of construction vehicles. The development shall only be carried out in accordance with the approved management plan. <i>1The submitted CMP seems to be acceptable, there are some unknowns in it, so a final version should be submitted for approval prior to works commencing.</i> <i>*The applicant should refer to our noise from building sites webpage for further information/guidance and also IAQM/EPUK Construction Guidance on controlling emissions.</i> <i>** (For city centre major developments) In addition to the IAQM guidance, MCC recommends that Non-Road Mobile Machinery (NRMM) used on the site of any major development within Manchester city centre for the purpose of construction or demolition works should meet Stage IV of EU directive 97/68/EC, and Stage IIIA as a minimum.</i>	BAM	Confirmed as acceptable by consultant.
Construction Hours - EHO	Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority: • Monday - Friday: 7.30am - 6pm • Saturday: 8.30am - 2pm • Sunday / Bank holidays: No work	BAM	Confirmed as acceptable by consultant.
Opening Hours - EHO	The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:- <i>To be agreed</i>	Ask	Please can this be a pre-occupation condition.
Delivery Hours - EHO	Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday deliveries etc shall be confined to 10:00 to 18:00	Ask	
External Lighting - EHO	a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties. b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.	Ask	
Noise - Fitness Studio - EHO	a) 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. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location. b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. <i>The submitted acoustic report (Cundall, 12 January 2023) does not include an assessment of noise break out and internal transfer from the proposed ground floor fitness studio. This assessment is required for part a) of this condition.</i>	Cundall	Confirmed as acceptable by consultant.

Noise - Terraces - EHO	Shall only allow use of external areas within the application site 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, and shall not allow for the use of amplified sound or any music in these external areas at any time. <i>The submitted acoustic report (Cundall, 12 January 2023) does not include noise from the use of the external terraces on levels 12 and 13 nor the winter garden. An assessment is required based on maximum capacity of these areas.</i>	Cundall	Please can we revise this condition to state 'any amplified music and / or sound' in order to be consistent with what has been applied across the masterplan and also adjacent at Plot 9a.
Plant Noise - EHO	a) Externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be 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 site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority. b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. <i>The submitted acoustic report (Cundall, 12 January 2023) proposes limits for external plant. At the time of writing the specifications for the plant were not known. An addendum report is required to satisfy part a) of the condition once the plant has been confirmed.</i>	Cundall	Confirmed as acceptable by consultant.
Refuse - EHO	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.	Ask	
Emergency Generators - EHO	The testing of the emergency diesel generators hereby approved shall be restricted to the following hours and to total no more than 50 hours a year, unless agreed in writing by the City Council as local planning authority. - Monday to Friday 09:00 to 18:00 - No testing to be undertaken at the weekend or on a Bank Holiday	Ask	
Air Quality - EHO	a) Prior to commencement of the development, an air quality impact assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation. <i>The Environmental Protection Team has read the submitted Air Quality Assessment (Cundall, 12 January 2023). The scheme is to be all electric with heating being provided via ASHPs and car free. It has been recommended to consider the installation of particulate filers on the clean air intakes where practicable. Notwithstanding the outcome of the assessment best practice principles from the IAQM will still need to be applied (i.e. charging points for disabled spaces)</i>	Cundall	Confirmed as acceptable by consultant.

Ground Conditions - EHO	a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council’s current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase 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. <i>The Environmental Protection Team has read the submitted Contaminated Land cover letter (Ramboll, September 2022). We have previously seen the referenced supporting reports for other plots within the First Street estate. Within the cover letter the gas risks have been reassessed and I agree with classing the site as CS1, especially given the excavations to form a basement. The letter recommends that a remediation strategy is produced, along with a piling risk assessment</i>	Ramboll	Confirmed as acceptable by consultant.
Piiling - EA	Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.	Ramboll	Confirmed as acceptable by consultant.
Flood Risk - EA	The drainage strategy referenced in the FRA does not appear to be uploaded to the Planning Portal. To return comments on the proposal, the following information must be provided to the LLFA: • Drainage strategy produced by Ramboll (document no. 1620007819-RAM-XX-XX-RP-CX- 00001) • Evidence of what percentage climate change is used by the 1% AEP + CC fluvial model output (Section 4.7 of the FRA).	Ramboll	Responded to seperately with case officer - resolved.

Local Labour - Work and Skills Team	Construction a) Prior to the commencement of the development, details of a Local Labour 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 Labour 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 Labour Proposal iii) measures to monitor and review the effectiveness of the Local labour 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 shall be submitted for approval in writing by the City Council as Local Planning Authority. End Use (a). Three months prior to the first occupation of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation of the development. In this condition a Local Labour 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 Labour Proposal iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives (b). Within 6 months of the first occupation of the development, a Local Labour Proposal 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. Any Local Labour Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is is operation.	Ask / BAM	No action required
WSI - GMAAS	A programme of archaeological works will be undertaken in accordance with the approved Written Scheme of Investigation prepared by Pre-Construct Archaeology in January 2023 (Plot 10A First Street, Medlock Street, Manchester. Written Scheme of Investigation for Archaeological Works) and submitted as part of the planning application. The WSI covers the following: 1. A phased programme and methodology of investigation and recording to include: i) archaeological Strip-Map-Record ii) informed by the above, targeted more detailed excavation of the most significant areas identified by the strip 2. A programme for post-investigation assessment to include: - analysis of the site investigation records and finds - production of a final report on the investigation results. 3. Deposition of the final report with the Greater Manchester Historic Environment Record. 4. Dissemination of the results 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. HFAAS (Highway Forecasting and Analytical Services) and CTC (Urban Traffic Control) were consulted in relation to the trip generation and junction capacity assessments and provided the following comments. The TS confirms that there is no on-site car parking provision proposed for the development. It is therefore anticipated that any car parking associated with the development will occur in the nearby public car parks. The TS does not provide an explanation of the impact of these journeys on the local highway network. TfGM would also advise that these new trips may cause displacement of existing trips at the surrounding public car parks. <i>It is requested that the full TRICS output for the multi modal trips are provided for comment. Appendix B of the Transport Statement appears to be missing part of the assessment.</i>	Pre-Construct	Confirmed as acceptable by consultant.
Trip Generation and Highway Safety		SLR	Our approach is based on previous project experience with MCC/TfGM to obtain Person trips from TRICS and then apply the modal share proportions for trips into the City Centre. This we did using the Transport Statistics 2019 report from HFAS/GMTU. This is considered to be the most accurate way of forecasting trips in Manchester. However, it is noted that as a car free development any people arriving by car need to park elsewhere.
Highways Safety	The TfGM accident database has been reviewed for the most recent five-year period. The site area coves the immediate area around the site and includes River Street, Wilmott Street and Hulme Street. The analysis shows that over the five-year period there has been a total of two slight incidents on Medlock Street along the western boundary of the site, two serious and slight incidents at the junction of Medlock Street/City Road East. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.	SLR	Confirmed as acceptable by consultant.

Site Accessibility	The site is well accessed by public transport with a GMAL rating of 8 (excellent). The closest bus stops are located in close proximity of the site along Medlock Street. Deansgate-Castlefield Metrolink stop and Deansgate Railway Station are both situated around 500metres walk from the site. The Transport Statement demonstrates that the remaining city centre including associated facilities, transport nodes and university campus buildings are located within a reasonable walking journey. Pedestrian and cycle infrastructure has been subject to recent improvement to the south of the site with the Medlock Roundabout improvements completed in 2021. A new controlled pedestrian crossing is also proposed on Medlock Street (just north of River Street) in association with approved application for First Street Plot 9a Application Ref. 121462/FO/2018), however the scheme has not yet been taken forward to detailed design stage and so the delivery and implementation timescales of the proposed crossing cannot be relied upon. The proposals include public realm works to improve pedestrian/cycle facilities in the immediate vicinity of the site.	SLR	Noted.
Access, off-site highway works and public realm proposals	The main pedestrian entrances into the office development are from the corner facing north-west onto First Street. Cycle access is provided from the southern façade of the site. Submitted plans indicate that a number of doors open outwards onto areas of public realm. For the avoidance of doubt, all external doors (with the exception of fire doors) should be inwardly opening, in order to prevent obstruction to passing footway users. Fire doors should also be protected by bollards when opening directly onto a shared surface route. Improved areas of public realm will be provided around the building to create a pleasant environment for pedestrians. It is understood that this will link with the public realm at Plot 9a and the forthcoming 10b development site to the east. It is recommended that all public realm materials are agreed with MCC's Capital Programmes and Property team prior to site works beginning. The applicant should also liaise with MCC's Flood Risk Management to discuss drainage associated with the site public realm.	SLR	The doors referred to are located on the service and access yard which is not the primary pedestrian circulation route. As discussed later the public do not normally have access to this space. All doors have been positioned away from the primary pedestrian circulation route (First Steet) to avoid potential conflicts between doors and pedestrians. There are 850mm deep piers at 6m centres to the perimeter of the building which effectively recesses the doors 850mm from the service and access areas. Of the 7 sets of doors located on the East Elevation (the shared service and access route between plot 10A and 10B), 5 of these are fire escape routes or required for fire service access into the building (see the attached mark-up) and are required to have doors opening in the direction of escape. Agreed – Relevant conditions requiring these details to be submitted at detailed design stage would be appropriate i.e 'prior to landscaping works'. However it is noted that these relate to works on private, unadopted land and therefore would be maintained by the
Access, off-site highway works and public realm proposals	It is understood that the works take place outside of the existing adopted highway. Any works to take place on the adopted highway will require a S278 agreement and early discussions with the Statutory Approvals team. The applicant should ensure that any works on the adopted highway are compatible/integrate with MCC's Active Travel Improvement Scheme. Highways request submission of a plan showing the extents of the adopted highway overlaid onto the scheme layout. Delineation is also required as part of the proposals to define the extent of the highway (e.g. brass studs). 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. The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant.	SLR	As described there is no adopted highway on or adjacent to the site.
Access, off-site highway works and public realm proposals	The proposals also include tree/shrub planting and trees in planters within sections of what is understood to be unadopted highway, therefore it is expected that this will be managed and maintained by the developer. For the avoidance of doubt, Highways would also not support the implementation of trees within planters on the adopted highway due to maintenance issues. For any tree planting to be taken forward within the adopted highway, a commuted sum will be required for ongoing maintenance. Details of the post planting maintenance regime, details of the tree pit design and surface finish will also need to be agreed with MCC's Capital Programmes and Property/Grounds Maintenance team prior to construction. The developer should ensure that all pedestrian routes within the curtilage of the site are constructed to a minimum width of 2m to cater for wheelchair and any pushchair users.	SLR	The responsibility of the implementation and maintenance of trees would fall to the developer and that these trees would not be on the adopted highway. Relevant conditions requiring these details to be submitted at detailed design stage would be appropriate i.e 'prior to landscaping works'. Agreed.

Active Travel	TfGM provide the following comments in relation to active travel. - o To promote active travel and link in with the surrounding environment, the applicant should ensure provision of the following: - o The condition of the footways surrounding the site should be improved where necessary as part of development, which would help to improve pedestrian accessibility. - o Appropriate walking and cycling signs to city centre sites should be provided as part of the development. - o Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards. - o Provision of continuous 2-metre-wide footways throughout and surrounding the development. - o Provision of tactile paving and dropped kerbs at junctions serving the site.	SLR	The condition of the footways surrounding the site should be improved where necessary as part of development, which would help to improve pedestrian accessibility. - Agreed Appropriate walking and cycling signs to city centre sites should be provided as part of the development. - Agreed Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards. - Agreed in principle but not necessarily to adoptable standards as it would not be adopted. Provision of continuous 2-metre-wide footways throughout and surrounding the development. - Agreed Provision of tactile paving and dropped kerbs at junctions serving the site. - Agreed
Parking	The development will be a car free development and therefore no parking spaces will be provided. Given the nature and location of this development, this is deemed to be acceptable to Highways. It is accepted that any users accessing the site by car would utilise local pay-and-display provision or various external car parks spread across the wider network given the existing waiting restrictions covering the highways in the vicinity of the site. It is noted that First Street Q-Park is located within close proximity and provide 700 standard, 26 disabled and 6 EV charging spaces. 6 on-street parking bays are also provided on the northern side of River Street, it is requested that these are detailed on a plan as it is unclear where these are located in relation to the site. A new lay-by will be located on River Street associated with the adjacent development site and this will cater for drop-off, pick-up and taxi movements. It is noted that there is no dedicated disabled parking provision proposed as part of the development. Highways have some concerns regarding this and request that disabled parking is provided for the site. All of the proposed disabled bays should be demarcated to a minimum of 3.6m x 6.6m (for parallel parking bays).	SLR	There are 3 disabled bays directly opposite Plot 10a (see below). In addition, the nearby First Q-Park multi-storey provides 26 disabled spaces. This level of provision is considered appropriate to serve the development. The demand for Disabled Parking would be reviewed through the Travel Plan. If Disabled Parking is required then this can be secured with QPark.
Cycle Parking	A total of 204 double stacked parking spaces will be provided on the ground floor of the development. Showers and changing facilities will also be located on the ground floor. The site is classed as Use Class E with the intention to be used as commercial space and therefore no minimum standards are in place for this type of development. The Application form suggests that the total of new space allocated as Use Class E will equate to 28, 252sqm. This provision is welcomed by Highways. It would be beneficial to understand if any cycle parking is proposed for short stay trips / visitors. It is recommended that some provision is made external to the proposed building. Cycle parking demand across the development should be monitored as part of the Travel Plan with additional cycle parking provision provided if necessary.	Vectos / SLR	Firstly in context there are 28 cycle spaces in Sheffield Stands located in Grigor Square opposite. There will also be 12 Cycle Spaces in Sheffield stands located to the east as part of the Plot 10b development. An additional 12 cycle parking spaces is now provided in the First Street public realm located to the west of Plot 10a as shown in Dwg PL1471.2-PLA-GF-00-DR-L-011 overleaf. Agreed.

Refuse and Servicing	Highways have concerns with the proposed interim and final arrangement for the servicing of Plot 10a and Plot 10b. At present Highways are unable to support the submitted information and have concerns on the proposed interim access and vehicles reversing from Hulme Street. It is requested that more work is undertaken to ensure that the proposals are acceptable and safe. Therefore, it is recommended that: - o A summary is provided on the committed/proposed developments in the area detailing the proposed servicing / highway works. This will ensure that the proposed works associated with this development site does not impact adjacent proposals/already committed works. - o Highways are unable to support vehicles reversing from Hulme Street into the servicing area. - o The developer needs to demonstrate that a safe access is achievable for the interim servicing arrangements. At present the submitted plans suggest that the interim access will be within close proximity of the building edge of Plot 10a and vehicles will reverse over proposed dropped kerbs, footway and tactile paving. In order for Highways to provide a response we will need to see a proposed interim access drawing with an acceptable and achievable access radius, sight lines and swept path. - o Clear details on how the Amazon vehicles, LGVs and HGVs will access the site and be managed/monitored for the interim servicing arrangement should be provided. - o We will then require proposed access drawings for the final service access point for Plot 10a and 10b. - o Clear details on how the Amazon vehicles, LGVs and HGVs will access the site and be managed/monitored for the interim servicing arrangement should be provided. - o There should be a commitment to provide adequate access and servicing if Plot 10b does not come forwards. - o Both the Interim and final servicing arrangements should have a waste/service management in place. It is noted that one was submitted but more information is required on how the development/s will work to ensure that safe delivery and waste collection is undertaken. - o It is requested that the service area is separated from pedestrians. - o It is requested that a Stage 1 Road Safety Audit it take for the Interim and the final proposed access point.	Vectos / SLR	"A summary is provided on the committed/proposed developments in the area detailing the proposed servicing / highway works. This will ensure that the proposed works associated with this development site does not impact adjacent proposals/already committed works" Within the report we have considered a combined operation with Plot 10b. We have also considered the active use from the First St South Downing development on Hulme Street. Downing have a Service Lay-by to the west marked for waste collection from Buildings A&D. This will not result in any adverse implications operationally for all developments served from Hulme Street. As part of the detailed design process the needs of the Downing development and Plot 10b will be taken into account. "Highways are unable to support vehicles reversing from Hulme Street into the servicing area." Since submitting the Transport Statement the client has developed the public realm strategy so that the general public will not be able to access this area as a walkway. A further consideration is that Plot10b servicing will in future include a service Lay-by on Wilmott Street which will reduce the service activity being undertaken in this service corridor. MCC Officers queried whether the public would have access to the ‘Bring Me Lockers’ as part of Plot 10a. It is confirmed that the general public do not and this facility is solely for the occupants of Plot 10a. This is confirmed as acceptable.
Travel Plan	A Framework Travel Plan has been provided as part of the application. The Framework Travel Plan includes objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and a monitoring and a draft action plan. The Travel Plan is aimed at the office works and other staff who will work at the development. The Travel Plan will be managed by a Travel Plan Coordinator (TPC). It is likely that the scheme will be managed by two separate management companies and therefore it is possible that two separate TPC will be employed to managed the TP. The TPCs will be appointed prior to the development being occupied. It is recommended that the two TPCs work closely together on the management and monitoring of the Travel Plans. Vectos will act as the interim Travel Plan Co-ordinator for the development with a site Travel Plan Co-ordinator appointed within 3 months of occupation. The first review will be 12 months after completion of the full Travel Plan and will include production of a brief Travel Plan review report. Once the initial baseline Travel Survey has been completed (within 6-months of first occupation) the full travel Plan will be produced. This is acceptable to Highways. The development submission implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.	Vectos / SLR	
Construction Management - Highways	At this stage, Network Resilience require the applicant provide outline details on the proposed power connections and associated works/traffic management in order to understand impact on vehicular traffic, pedestrians and cyclists. A Construction and Demolition Management Plan should also be provided by the applicant prior to any demolition or construction works beginning which would provide further details on utility works and associated traffic management. The plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction with commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. Contractor parking provision and measures to deal with mud and dust on the highway should also be considered. Should the scheme subsequently receive planning permission we would recommend early discussion with our Events and Coordination Team within MCC Highways so that the requirements for this development can be considered alongside other schemes in the area. The document should therefore consider ongoing construction works and contractor parking in the locality. The Event and Traffic Management Team have reviewed the Project Management Plan & Construction Phase Plan. They have requested that Traffic Management Plans are provided to understand the impact on the surrounding highway network. The team also require traffic management for demolition phases and construction phase. It is also requested that information on where power will be sourced is provided for comment. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. It is recommended that the above is conditioned and attached to any planning permission that may be granted.	Vectos / SLR	This should form part fo the detailed CMP that will be submitted in order to discharge relevant conditions.

Temporary Traffic Management	Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).	BAM	This is confirmed as acceptable.
Structures	Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.	BAM	This is confirmed as acceptable.