

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

Bruntwood (Didsbury TP) Ltd
C/o Agent

Agent (if used)

Mr Ed Britton
Deloitte LLP
The Hanover Building
Corporation Street
Manchester
M4 4AH

Part 1 – Particulars of the application/development

Proposal: Erection of a six storey commercial office building (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary cafe on ground floor (Use Class E(b)) and roof mounted Solar PV array ; together with the Erection of three storey decked car park (Sui Generis) together with landscaping, highway works, and other associated works

Location: Didsbury Technology Park - Phase 3 , Princess Road, Manchester, M20 2UR

Date of application: 28 October 2022

Application number: 135309/FO/2022

Part 2 – Particulars of decision

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

Article 35 Declaration

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015. In this instance appropriately worded conditions are recommended to be attached.

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:

5949 SRA D1 00 DR A 02800 Rev P01 General Arrangement Ground Floor Plan
 5949 SRA D1 01 DR A 02801 Rev P01 General Arrangement First Floor Plan (Typical 1st 4th Floor)
 5949 SRA D1 04 DR A 02804 Rev P01 General Arrangement Fourth Floor Plan (Typical 1st 4th Floor)
 5949 SRA D1 05 DR A 02805 Rev P01 General Arrangement Fifth Floor Plan
 5949 SRA D1 RF DR A 02806 Rev P01 General Arrangement Roof Plan
 5949 SRA D1 XX DR A 02810 Rev P01 General Arrangement North Elevation
 5949 SRA D1 XX DR A 02811 Rev P01 General Arrangement East Elevation
 5949 SRA D1 XX DR A 02812 Rev P01 General Arrangement South Elevation
 5949 SRA D1 XX DR A 02813 Rev P01 General Arrangement West Elevation
 5949 SRA D1 XX DR A 02814 Rev P01 General Arrangement Section A A
 5949 SRA D1 XX DR A 02815 Rev P01 General Arrangement Section B B
 5949 SRA D1 XX DR A 02820 Rev P01 General Arrangement Bay Study North Elevation
 5949 SRA D1 XX DR A 02821 Rev P01 General Arrangement Bay Study East Elevation
 5949 SRA D1 XX DR A 02822 Rev P01 General Arrangement Bay Study South Elevation
 5949 SRA D1 XX DR A 02823 Rev P01 General Arrangement Bay Study West Elevation
 5949 SRA CP 00 DR A 02800 Rev P01 Car Park General Arrangement Level 00
 5949 SRA CP 01 DR A 02801 Rev P01 Car Park General Arrangement Level 01
 5949 SRA CP 02 DR A 02802 Rev P01 Car Park General Arrangement Level 02
 5949 SRA CP RF DR A 02803 Rev P01 Car Park General Arrangement Roof Level
 5949 SRA CP XX DR A 02810 Rev P01 Car Park General Arrangement North and South Elevation
 5949 SRA CP XX DR A 02811 Rev P01 Car Park General Arrangement East and West Elevation
 5949 SRA CP XX DR A 02812 Rev P01 Car Park General Arrangement Sections
 159 LYR XX XX DWG L 1008 REV 26 External Works General Arrangement
 159 LYR XX XX DWG L 1010 REV 9 New Parking Provision
 159 LYR XX XX DWG L 1011 REV 6 Internal Junction Layout Changes
 159 LYR XX XX DWG L 1012 REV 7 External Works Circulation
 159 LYR XX XX DWG L 1017 REV 11 External Works GA (consultation)
 Ev0 Didsbury Technology Park Environmental Statement October 2022 Volumes 1, 2 (Appendices) and (Non Technical Summary) Volume 3
 Environmental Standards and Energy Statement September 2022 prepared by Ramboll
 Landscape Design & Access Statement July 2022 159 LYR XX XX RPT L 0012 rev 03 prepared by Layer
 EV0 Building Ventilation Statement July 2022 prepared by Ramboll
 Project EV0 Noise Planning Statement June 2022 prepared by Ramboll
 Arboricultural Impact Assessment Plus Tree Survey Ev0 Building, Didsbury
 Bruntwood Works Report reference: AR-5143-01 July 2022 prepared by Brooks Ecological
 DR 5143 01 Tree Constraints Plan prepared by Brooks Ecological
 DR 5143 02 Tree Protection Plan prepared by Brooks Ecological
 Ecological Impact Assessment Ev0 Building, Didsbury, Bruntwood Works Report
 Reference: ER 5143 02.3 06.07.2022 prepared by Brooks Ecological
 Preliminary Ecological Appraisal Report Phase 3, Princess Road, Manchester
 Bruntwood Ltd Report Reference: ER 5143 01 09.12.2020 prepared by Brooks Ecological
 Surface and Foul Water drainage strategy July 2022 prepared by Ramboll
 1620006198 XX XX RP WA 01 Flood Risk Assessment July 2022 prepared by Ramboll

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) a) Prior to the commencement of the development, 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).

4) Notwithstanding the details submitted with the application, prior to development above ground the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Samples and specifications of all materials to be used on all external elevations;
- drawings to illustrate details of full-sized sample panels that will be produced in line with an agreed programme; and
- a programme for the production of the full-sized sample panels and a strategy for quality control management.

The sample panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames and

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

The development shall be subsequently carried out in accordance with the agreed materials and associated 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.

5) No development shall commence on site until details of the means of ensuring the water-main that is laid within the site boundary is protected from damage as a result of the development, have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water-main from construction activities and the impacts post completion of the development on the water-main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

Reason - In the interest of public health and to ensure protection of the public water supply pursuant to policy DM1 and EN17 of the Core Strategy.

6) Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the City Council as local planning authority. The submitted CEMP shall include the following:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site;
- Measures to control noise and vibration;
- Bird Hazard Management Plan;
- Details and locations of construction site lighting
- Compound locations where relevant;
- Site working hours; and
- A community consultation plan.

Reason - In the interests of residential amenity, highway and aviation safety pursuant to policy DM1 and DM2 of the Core Strategy.

7) Prior to any site clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

8) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that

no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

9) 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.

10) Prior to the installation of any drainage works on the site, a surface water drainage scheme prepared in accordance with Non-Statutory Technical standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details together with a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant parties;
- 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;
- 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 with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- 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 45% 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. 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. Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements;

- Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;
- Foul water flows should be kept separate from surface water flows, in accordance with Part H of the Building Regulations.

The development on the site shall be subsequently carried out in accordance with the agreed scheme.

Reason - To reduce and minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) 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.

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.

12) Prior to the commencement of above ground works, full technical details of the proposed off-site highway works required to facilitate the development shall be submitted to and approved in writing to the City Council as local planning authority. The submitted details shall include:

- A signalised access to the site from Barlow Moor Road
- Pedestrian and cycle facilities associated with the signalised access

- Delivery Strategy and programme associated with the Traffic Regulation Order associated with the signalised access
- Scheme of mitigation measure(s) for the Princess Road/Barlow Moor Road and Princess Road junction to minimise congestion
- Details that the submitted details have been subject to an application for a section 278 agreement
- A timescale for the implementation of the proposed highway works

The development shall be subsequently carried out in accordance with the agreed details and the agreed timescales for implementation.

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

13) Prior to the commencement of above ground works, a delivery strategy for full technical details of parking controls in the form of Traffic Regulation Orders to the junctions with Barlow Moor Road at Rowsley Avenue, Darley Avenue, Winston Avenue, Stanton Avenue, Moorfield Road and Barlow Moor Court together with the timescales for implementation shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be subsequently carried out in accordance with the agreed details and the agreed timescales for implementation.

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

14) a) Prior to the commencement of above ground works of the development hereby approved an external lighting scheme for the operational phase of development shall be designed in accordance with a scheme previously submitted to and approved in writing by the City Council as local planning authority. The submitted scheme shall be designed so as to control glare and overspill onto nearby residential properties and shall be capped at the horizontal with no upward light spill.

b) Prior to occupation of the development, the external lighting scheme shall be installed and a verification report shall be required to validate that the lighting 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.

Reason - To safeguard the amenities of the occupiers of nearby properties and in the interests of flight safety pursuant to policies DM1 and DM2 of the Core Strategy.

15) Notwithstanding the approved plans, within three months of the commencement of above ground works a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied and all boundary treatments shall be retained thereafter whilst the development is in use. 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.

16) Within three months of the commencement of development, details of a scheme to provide a 10% net gain of on-site biodiversity enhancements and timescales for implementation shall be submitted to and approved in writing by the City Council as local planning authority.

If the scheme submitted identifies a shortfall in on-site provision below a 10% net gain a 'shortfall scheme' shall be prepared in respect of the extent and nature of off-site provision, as well as timescales and confirmation of any other agreements with third parties required to achieve 10% BNG. The 'shortfall scheme' shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be carried out in accordance with the agreed details and within three months of completion a verification report including associated evidence, shall be submitted to the City Council as local planning authority confirming the implementation of the scheme(s).

Reason - To ensure the development delivers bio-diversity enhancements pursuant to policy EN15 of the Core Strategy and the NPPF.

17) a) Prior to the first occupation of the development, a Local Benefit 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 Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships directly employed by the landlord and measures proposed to encourage occupants to locally recruit 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 6 months of the first occupation of the development, a Local Benefit 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 Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

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

18) Prior to the first occupation of the office development hereby approved, details of the hours of use of the car parking hereby approved associated with the office building shall be submitted to and approved in writing by the City Council as local planning authority. The car parking at the site shall be subsequently operated in accordance with the agreed details.

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

19) a) The gym as identified on the ground floor of the proposed floor plan of the office building 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.

b) Prior to occupation of the development a verification report shall be submitted in writing to 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 consultant's report. The report shall also set out 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.

Reason - To safeguard the amenities of the occupiers of the building.

20) 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 a 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.

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 non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy.

21) Prior to the first occupation of the development hereby approved a Travel Plan shall be submitted to and agreed 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 visiting and working in the development
- ii) a commitment to surveying the travel patterns of staff and visitors during the first three months of use of the development 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 development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

22) Prior to the first occupation of the development hereby permitted, details of the implementation, maintenance and management of the sustainable drainage scheme shall 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:

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

- 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.

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 EN14 and EN17 of the Core Strategy.

23) Prior to the first occupation of the development hereby approved, details of a Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - In order to prevent a cumulative increase in suitable breeding habitat and local breeding populations of large gulls who can give rise to hazards to aeroplane flight safety pursuant to policy DM2 of the Core Strategy.

24) Prior to the first use of the relevant part of the development hereby approved and set out below, details of the operating hours for the:

- The ground floor café

- Office accommodation

shall be submitted to and agreed in writing with the City Council as local planning authority. The development shall be subsequently operated in accordance with the agreed hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

25) a) The development hereby approved shall be implemented in accordance with the measures as set out within the approved Environmental Standards and Energy Statement prepared by Ramboll.

b) Within 3 months of the completion of the construction of the development a verification statement prepared by a suitably qualified expert 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 Statement. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the recommendations and requirements within the approved report.

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 for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

26) Prior to the first use of the ground floor café as identified on the approved plans a scheme for the storage and disposal of refuse shall be 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 public health and amenity pursuant to policy DM1 of the Core Strategy.

27) The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the first occupation of the development and be retained thereafter for use by people visiting and working at the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Core strategy

28) The car parking as indicated on the approved plans shall be constructed, surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times whilst the development is in use.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Core strategy.

29) Prior to the first use of the car parking hereby approved, the scheme for electric vehicle charging as set out within paragraph 3.4.12 of the approved Transport Assessment shall be implemented and be in place.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy (2012).

30) Deliveries, servicing and collections, including waste collections to the development shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

31) The details of the Waste Management Strategy for the site as set out on drawing reference 159-LYR-XX-XX-DWG-L-1008 and details within the Design and Access Statement 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.

32) The development hereby approved shall be carried out in accordance with the recommendations of the approved Crime Impact Statement prepared by Greater Manchester Police and written confirmation of secured by design accreditation shall be submitted for approval within a timescale previously agreed in writing by the City Council as local planning authority.

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

33) The office building hereby approved comprises floor space for Use Classes E(c)(i,ii,iii) and Use Class E (g)(i,ii)), together with ancillary cafe and other floorspace as identified on the approved plans and shall be used for no other purpose including those within Class E of the Town and Country Planning (Use Classes) Order 1987 as amended not referenced within this condition.

Reason - For the avoidance of doubt and to reflect the details divulged within the submitted application documents as other uses would give rise to potential impacts that would require further assessment pursuant to policies SP1, C6, C9, EC2, EC9 and DM1 of the adopted 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

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance 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)

2) Alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC (and a separate S278 agreement with TfGM [UTC] for the signal element) which would include any required technical approval. The following link can be used:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

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.

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team.

The 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; this may necessitate design changes with all costs attributable to the Developer.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is

expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- o Audit of key cycling routes (ASLs, cycle lanes etc.)

3) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see:

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

Date: 17 February 2023

Signed:

A handwritten signature in black ink, appearing to read 'Julie Roscoe', written in a cursive style.

Julie Roscoe
Director of Planning, Building Control & Licensing

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

Notes

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

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

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

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

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

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

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

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

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

Right of challenge on planning application decision

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

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

- Procedural irregularity
- Irrationality
- Illegality

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