

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

AG GP Manchester Pollard B.V.
C/o Agent

Agent (if used)

Mr Micheal Percival
Deloitte LLP
The Hanover Building
Corporation Street
Manchester
M4 4AH

Part 1 – Particulars of the application/development

Proposal: Variation of planning conditions 3, 21, 24, 27, 28, 33, 34, 35, 39, 40, 41, 44, 47, 49 and 51 of planning permission 128191/FO/2020 to make elevational alterations, changes to internal layout and roof top plant

Location: Land Bounded By Ashton Canal, Great Ancoats Street, Munday Street And Pollard Street, Manchester, M4 7DS

Date of application: 23 May 2022

Application number: 133841/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 extent of the changes. 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 18 December 2023.

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

2) Prior to commencement of development a detailed phasing plan for the proposed buildings hereby permitted shall be submitted for approval in writing by the City Council as Local Planning Authority in consultation with HS2 Ltd. The phasing plan shall include details of any enabling phase and indicative timescales for the implementation of the development (including landscaping and public realm elements) together with detailing that so much of the development of Buildings B,C D and E as would preclude the use of land required for the construction of the HS2 works relating to the Metrolink tram infrastructure alterations does not take place until the land is no longer required for that purpose. The development shall be carried out in accordance with the approved phasing plan.

Reason - To safeguard implementation of potential future Metrolink infrastructure alterations, including to track and platform, at New Islington Stop powers for which are to be sought in the HS2 Phase 2b Western Leg hybrid Bill and pursuant to policy SP1 and T1 of the Manchester Core Strategy (2012).

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

Drawing and document approved as part of planning application 133841/JO/2022

PLS-HBA-A-00-DR-A-08-0100 Rev P02 (Building A GA Ground Floor); PLS-HBA-A-01-DR-A-08-0101 Rev P02 (Building A GA 1st floor); PLS-HBA-A-02-DR-A-08-0102 Rev P02 (Building A GA 2nd floor); PLS-HBA-A-03-DR-A-08-0103 Rev P02 (Building A GA 3rd floor); PLS-HBA-A-04-DR-A-08-0104 Rev P02 (Building A GA 4th floor); PLS-HBA-A-05-DR-A-08-0105 Rev P02 (Building A GA 5th floor); PLS-HBA-A-06-DR-A-08-0106 Rev P02 (Building A GA 6th floor); PLS-HBA-A-07-DR-A-08-0107 Rev P02 (Building A GA 7th floor); PLS-HBA-A-MR-DR-A-08-0108 Rev P02 (Building A GA Main Roof); PLS-HBA-A-RE-DR-A-08-0109 Rev P02 (Building A GA Roof Enclosure); PLS-HBA-A-ZZ-DR-A-08-0200 Rev P02 (Building A - GA North Elevation); PLS-HBA-A-ZZ-DR-A-08-0201 Rev P02 (Building A - GA South Elevation); PLS-HBA-A-ZZ-DR-A-08-0202 Rev P02 (Building A - GA East Elevation); PLS-HBA-A-ZZ-DR-A-08-0203 Rev P02 (Building A - GA West Elevation); PLS-HBA-A-ZZ-DR-A-08-0300 Rev P02 (Proposed Building A - GA Sections); PLS-HBA-A-ZZ-DR-A-08-0400 Rev P02 (Proposed Building A - Bay Elevation); PLS-HBA-B-00-DR-A-08-0113 Rev P02 (Building B - GA Plan - Ground Floor); PLS-HBA-B-01-DR-A-08-0113 Rev P02 (Building B - GA Plan - First Floor); PLS-HBA-B-02-DR-A-08-0113 Rev P02 (Building B - GA Plan - Second Floor); PLS-HBA-B-03-DR-A-08-0113 Rev P02 (Building B - GA Plan - 3rd Floor); PLS-HBA-B-04-DR-A-08-0114 Rev P02 (Building B - GA Plan - 4th Floor); PLS-HBA-B-MR-DR-A-08-0115 Rev P02 (Building B - GA Plan - main roof); PLS-HBA-B-RE-DR-A-08-0116 Rev P02 (Building B - GA Plan - roof enclosure); PLS-HBA-B-ZZ-DR-A-08-0210 Rev P02 (Building B - GA North Elevation); PLS-HBA-B-ZZ-DR-A-08-0211 Rev P02 (Building B - GA South Elevation); PLS-HBA-B-ZZ-DR-A-08-0212 Rev P02 (Building B - GA East and West Elevations); PLS-HBA-B-ZZ-DR-A-08-0301 Rev P02 (Building B - GA Sections); PLS-HBA-B-ZZ-DR-A-08-0410 Rev P02 (Building B - Bay Elevation); PLS-HBA-C-00-DR-A-08-0120 Rev P02 (Building C - GA Plan - Ground Floor); PLS-HBA-C-01-DR-A-08-0121 Rev P02 (Building C - GA Plan - First Floor); PLS-HBA-C-02-DR-A-08-0122 Rev P02 (Building C - GA Plan - Second Floor); PLS-HBA-C-03-DR-A-08-0123 Rev P02 (Building C - GA Plan - 3rd Floor); PLS-HBA-C-04-DR-A-08-0124 Rev P02 (Building C - GA Plan - 4th Floor); PLS-HBA-C-MR-DR-A-08-0125 Rev P02 (Building C - GA Plan - main roof); PLS-HBA-C-RE-DR-A-08-0126 Rev P02 (Building C - GA Plan -

roof enclosure); PLS-HBA-C-ZZ-DR-A-08-0220 Rev P02 (Building C - GA North Elevation); PLS-HBA-C-ZZ-DR-A-08-0221 Rev P02 (Building C - GA South Elevation); PLS-HBA-C-ZZ-DR-A-08-0222 Rev P02 (Building C - GA East and West Elevations); PLS-HBA-C-ZZ-DR-A-08-0302 Rev P02 (Building C - GA Sections); PLS-HBA-C-ZZ-DR-A-08-0420 Rev P02 (Building C - Bay Elevation 01); PLS-HBA-C-ZZ-DR-A-08-0421 Rev P02 (Building C - Bay Elevation 02); PLS-HBA-SW-00-DR-A-08-0010 Rev P02 (Proposed Site Plan - Ground Floor); PLS-HBA-SW-01-DR-A-08-0011 Rev P02 (Proposed Site Plan - First Floor); PLS-HBA-SW-02-DR-A-08-0012 Rev P02 (Proposed Site Plan - Second Floor); PLS-HBA-SW-03-DR-A-08-0013 Rev P02 (Proposed Site Plan - Third Floor); PLS-HBA-SW-04-DR-A-08-0014 Rev P02 (Proposed Site Plan - Fourth Floor); PLS-HBA-SW-05-DR-A-08-0015 Rev P02 (Proposed Site Plan - Fifth Floor); PLS-HBA-SW-06-DR-A-08-0016 Rev P02 (Proposed Site Plan - Sixth Floor); PLS-HBA-SW-07-DR-A-08-0017 Rev P02 (Proposed Site Plan - Seventh Floor); PLS-HBA-SW-MR-DR-A-08-0018 Rev P02 (Proposed Site Plan - Main Roof Level); PLS-HBA-SW-RE-DR-A-08-0019 Rev P02 (Proposed Site Plan - Roof Enclosure); PLS-HBA-SW-ZZ-DR-A-08-0003 Rev P02 (Proposed Site Plan); PLS-HBA-SW-ZZ-DR-A-08-0250 Rev P02 (Proposed Site Elevations 01); PLS-HBA-SW-ZZ-DR-A-08-0251 Rev P02 (Proposed Site Elevations 02); PLS-HBA-SW-ZZ-DR-A-08-0252 Rev P02 (Proposed Site Elevations 03); PLS-HBA-SW-ZZ-DR-A-08-0350 Rev P02 (Proposed Site Sections 01); PLS-HBA-SW-ZZ-DR-A-08-0351 Rev P02 (Proposed Site Sections 02); PLS-PLA-ZZ-00-DR-L-0001 Revision P09 (Landscape General Arrangement); PLS-PLA-ZZ-00-DR-L-1000 Revision P04 (Landscape Hardworks Plan); PLS-PLA-ZZ-00-DR-L-2000 Revision P07 (Landscape Softworks Plan); PLS-PLA-ZZ-00-DR-L-4000 Rev P05 (Existing Landscape Features - Removal, Relocation and Retention Plan); PLS-HBA-A-ZZ-DR-A-08-0610 Rev P02 (Building A - Signage Strategy); PLS-HBA-B-ZZ-DR-A-08-0611 Rev P02 (Building B - Signage Strategy); PLS-HBA-C-ZZ-DR-A-08-0612 Rev P02 (Building C - Signage Strategy)

All stamped as received by the City Council, as Local Planning Authority, on the 23 May 2022

Design and Access Statement Addendum prepared by Hawkins/Brown; Planning Statement Addendum prepared by Deloitte; Energy Statement Addendum prepared by Max Fordham; M&E Strategy Addendum prepared by Max Fordham; Acoustic Report update prepared by Sandy Brown.

All stamped as received by the City Council, as Local Planning Authority, on the 23 May 2022

Drawings and documents approved as part of planning permission 128191/FO/2020

PLS-HBA-D-00-DR-A-08-0130 Rev P01 (Building D - GA Plan - Ground Floor); PLS-HBA-D-01-DR-A-08-0131 Rev P01 (Building D - GA Plan - First Floor); PLS-HBA-D-02-DR-A-08-0132 Rev P01 (Building D - GA Plan - Second Floor); PLS-HBA-D-03-DR-A-08-0133 Rev P01 (Building D - GA Plan - Third Floor); PLS-HBA-D-04-DR-A-08-0134 Rev P01 (Building D - GA Plan - Fourth Floor); PLS-HBA-D-05-DR-A-08-0135 Rev P01 (Building D - GA Plan - Fifth Floor); PLS-HBA-D-06-DR-A-08-0136 Rev P01 (Building D - GA Plan - Sixth Floor); PLS-HBA-D-07-DR-A-08-0137 Rev P01 (Building D - GA Plan - Seventh Floor); PLS-HBA-E-00-DR-A-08-0140 Rev P01 (Building E - GA Plan - Ground Floor); PLS-HBA-E-01-DR-A-08-0141 Rev P01 (Building E - GA Plan - First Floor); PLS-HBA-E-02-DR-A-08-0142 Rev P01 (Building E - GA Plan - Second Floor); PLS-HBA-E-03-DR-A-08-0143 Rev P01 (Building E - GA Plan - Third Floor); PLS-HBA-E-04-DR-A-08-0144 Rev P01 (Building E - GA Plan - Fourth Floor); PLS-HBA-E-05-DR-A-08-0145 Rev P01 (Building E - GA Plan - Fifth Floor); PLS-HBA-E-06-DR-A-08-0146 Rev

P01 (Building E - GA Plan - Sixth Floor); PLS-HBA-E-07-DR-A-08-0147 Rev P01 (Building E - GA Plan - Seventh Floor); PLS-HBA-E-MR-DR-A-08-0148 Rev P01 (Building E - GA Plan - Main Roof); PLS-HBA-E-RE-DR-A-08-0149 Rev P01 (Building E - GA Plan - Roof Enclosure); PLS-HBA-E-ZZ-DR-A-08-0240 Rev P01 (Building E - GA North Elevation); PLS-HBA-E-ZZ-DR-A-08-0241 Rev P01 (Building E - GA South Elevation); PLS-HBA-E-ZZ-DR-A-08-0242 Rev P01 (Building E - GA East Elevation); PLS-HBA-E-ZZ-DR-A-08-0243 Rev P01 (Building E - GA West Elevation); PLS-HBA-E-ZZ-DR-A-08-0304 Rev P01 (Proposed Building E - GA Sections); PLS-HBA-E-ZZ-DR-A-08-0440 Rev P01 (Proposed Building E - Bay Elevation) PLS-HBA-E-ZZ-DR-A-08-0614 Rev P01 (Building E - Signage Strategy)

All stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

Supporting information

Supporting information: Planning Statement prepared by Deloitte Real Estate; Design and Access Statement (including Public Realm and Landscaping Strategy) prepared Hawkins/Brown Architects and Planit-IE, including a schedule of accommodation; Statement of Consultation prepared by Deloitte Real Estate; Heritage Statement prepared by Deloitte Real Estate; Archaeological Desktop Report and Written Scheme of Investigation prepared by Salford Archaeology; Tree Survey, Arboricultural Impact Assessment, Bat Survey, and Biodiversity Net Gain calculations prepared by Amenity Tree Care; Air Quality Assessment prepared by BWB; Phase 1 Geo-environmental Statement and UXO Survey prepared by LK Projects and Phase 2 Investigation Scoping note prepared by Civic Engineers; Crime Impact Statement prepared by Greater Manchester Police; Travel Plan Framework prepared by Civic Engineers; Transport Assessment, including Servicing and Waste Strategy, prepared by Civic Engineers; Manchester City Council Waste Proforma and supporting plans, prepared by Civic Engineers and Hawkins/Brown; Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham; M&E Strategy, including Ventilation and Extraction prepared by Max Fordham; Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers; Daylight/Sunlight Assessment prepared by Greyscanlanhill; Construction Management Plan prepared by Arcadis LLP; Community Wealth Partnership prepared by General Projects; Socio-Economic Report prepared by Ekosgen; Acoustic Survey prepared by Sandy Brown; TV Reception Survey prepared by G-tech Surveys; and Wind Assessment prepared by Architectural Aerodynamics.

All stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 29 October 2020; Consultation responses stamped as received by the City Council, as Local Planning Authority, on the 20 November 2020; Response to highways comments prepared by Civic Engineers stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020

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.

4) No works 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 demolition 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).

5) Prior to the commencement of the development hereby approved, archaeological investigations shall be carried out in accordance with Archaeological Desk-Based Assessment and Written Scheme of Investigation for an Archaeological Investigation prepared by Salford Archaeology stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) including:

1) A phased programme and methodology of investigation and recording to include:

- i) Archaeological evaluation trenching or 'strip, map and record' excavation, and;
- ii) Pending the results of (i), targeted detailed open area excavation and recording;

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. This should include provision for an appropriate level of academic and popular publication (monograph and Greater Manchester's Past Revealed series)

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: In accordance with policy EN3 of the Manchester Core Strategy and saved policy DC20 of the UDP, to record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

6) Prior to the commencement of development of a phase of development, other than enabling works comprising site investigations and remediation, a detailed construction management plan (CMP) outlining working practices for the proposed development construction shall be submitted for approval in writing by the Local Planning Authority.

For the avoidance of doubt the construction management plan shall include:

- Display of an emergency contact number;
- Measures to protect the Ashton Canal from spillages, dust and debris and to control the emissions of dust and dirt during construction;
- Communication strategy with residents;
- Details of Wheel Washing;
- Dust suppression measures;

- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Further measures shall also be included relating to the works adjacent to the Metrolink Hazard Zone. For the avoidance of doubt this shall include:

- The retention of 24 hour unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;
- Traffic management proposals to ensure safe operation of the tram Crossing on Munday Street;
- The erection and dismantling of scaffolding;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- The erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path;
- Details of a hoarding next to the tramway;
- Details of wheel washing facilities and measures to ensure that the track crossing on Munday Street remains free from the deposition of detritus from the site and that detritus does not get carried into the rail grooves

In relation to the protection of the adjacent Ashton Canal, information should also be provided in the CMP as follows:

- A plan showing the areas of storage of plant and materials used in constructing the development and stockpiling and fuelling area for vehicles;
- Include the steps to be taken to prevent the discharge of silt-laden runoff, materials or dust or any accidental spillages entering the waterway;
- Provide details of how any existing land drains on the site would be located, sealed/remediated/blocked-up or removed to prevent contamination of the waterway;
- Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing to be erected to safeguard the waterway infrastructure during site clearance/construction.

The development shall be carried out in accordance with the approved construction management plan for each phase for the duration of the construction works.

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

7) Prior to the commencement of any development within 20 m of the canal for each phase, a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out adjacent to the canal has been submitted for approval in writing by the Local Planning Authority. The details shall:

- demonstrate that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure;

- provide existing and proposed cross sections showing the distance from the canal/locks to the proposed buildings A, B and D and include foundation details, relative levels and written distances;
- provide a crane oversail plan and crane siting location plan to show the proximity to the canal corridor/infrastructure and demonstrate there would be no loading on the canal infrastructure;
- include the design, depth and means of construction of the foundations of buildings A, B and D, together with any other proposed earthmoving and excavation works required in connection with the construction of these buildings;
- provide a detailed methodology and plans to demonstrate how the works along the canal edge would be carried out whilst protecting the canal infrastructure, such works include any lowering of the canal wall; installing railings and any works to the former foundry wall;
- details specifying how the canal will be protected during the works and include any details of proposed protective fencing to be erected to safeguard the waterway infrastructure during construction;
- the method of works setting out how canal side trees would be removed whilst safeguarding the canal infrastructure;
- include the steps to be taken to prevent the discharge of siltladen run-off, materials or dust or any accidental spillages entering the canal.

The development shall only be carried out in accordance with the agreed Risk Assessment and Method Statement.

Reason - In the interest of protecting the canal from the construction of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

8) a) Prior to the commencement of the development of a phase of development, other than enabling works comprising site investigations and remediation, details of a Local Benefit Proposal in line with Page 12 of the Economic Impact Report, stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, 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 for each phase of development, 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).

9) A phase of the development, other than enabling works comprising site investigations and remediation, shall not commence until details of the method for piling,

or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Should any excavation or piling works be required to be carried out greater than 1m deep within 1m of the Metrolink operational boundary, the piling strategy shall also include details to minimise the impact on the tram lines.

The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent Metrolink network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

10) Prior to the commencement of a phase of the development, other than enabling works comprising site investigations and remediation, detailed design for the works (including structural surveys and details of the proposed tunnel monitoring regime) which are required to take place in close proximity to the Great Ancoats Street Underpass shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented for the duration of that phase of the development.

Reason - In the interest of safeguarding the operational safety of the adjacent Metrolink line pursuant to policy DM1 of the Manchester Core Strategy (2012).

11) Prior to the commencement of a phase of the development, other than enabling works comprising site investigations and remediation, details shall be submitted for approval in writing by the City Council, as Local Planning Authority, confirming that there are no electromagnetic compatibility impacts from the proposed development.

Should any electromagnetic compatibility protection measures be required as a result of the development, these details shall be agreed prior to the commencement of each phase of the development and be in place prior to each phase of the development becoming operational.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) Prior to the commencement of each phase of the development, detailed design for facilitating the use of the tram crossing by motorised vehicles, cycles and pedestrians shall be submitted for approval in writing for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented for the duration of each phase of the development.

Reason - In the interest of safeguarding the operational safety of the adjacent Metrolink line pursuant to policy DM1 of the Manchester Core Strategy (2012).

13) No infiltration of surface water drainage into the ground on land affected by contamination is 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 controlled waters. The development shall be carried out in accordance with the approval details.

Reason - In the interest of protecting ground water from contamination pursuant to policies EN14 and EN18 of the Manchester Core Strategy (2012).

14) Notwithstanding the details submitted within the Flood Risk Assessment and Drainage Strategy and Pollard ST Statutory Response stamped as received by the City Council, as Local Planning Authority, on the 29 October 2020 and 20 November 2020 respectively flood risk and drainage assessment stamped as received by the City Council, as Local Planning Authority, on the 1 May 2019, (a) a phase of the development, other than enabling works comprising site investigations and remediation, shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Use of appropriate SuDS solutions demonstrated in the drainage layout;
- No infiltration of surface water drainage into the ground on land affected by contamination is 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 controlled waters. The development shall be carried out in accordance with the approval details;
- Ground investigation should be undertaken to determine if the site is affected by contamination. If the results demonstrate that infiltration is feasible, BRE365 infiltration testing should then be undertaken. If infiltration demonstrated as not feasible, evidence of alternative surface water disposal routes (as follows) is required:

- o Where surface water is connected to the canal, any works within or adjacent to the canal that would affect it would require consent from Canal and River Trust.

- o Where surface water is connected to the public sewer, agreement in principle from United Utilities is required to confirm there is adequate spare capacity in the existing system taking future development requirements into account;

- o Discharge to the public sewer should be minimised due to the potential for canal discharge and green SuDS on site.

- 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. This should depict how the proposed exceedance features (dry basins and swales) will operate effectively. Finished floor levels for all buildings need to be a minimum of 150mm above cover levels.

- 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 climate change in any part of a building. Provide details of how any modelled flood volumes will be managed to ensure no flooding in any part of a building on site or on 3rd party land.

- Construction details of flow control and SuDS elements.

(b) A phase of 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).

15) Notwithstanding the phase 1 desk top assessment and phase 2 site investigation scoping document prepared by LK Consults and Civic Engineers respectively stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, (a) before a phase of development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a Site Investigation and Risk Assessment Report
- Submission of a Remediation Strategy

One approved, the development shall then be carried out in accordance with the approved details.

(b) When 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 occupation 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 - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

16) If, during the development, contamination or conditions not previously identified as part of the agreed documents within conditions 15 are found to be present at the site (or in the monitored vicinity) then no further development shall be carried out until a strategy which details how this unsuspected circumstance shall be dealt with has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and then verified as required by part (b) of condition 15.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

17) Prior to the commencement of each phase of development, other than enabling works comprising site investigations and remediation, 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 preparation of a sample panel(s)) and specifications of all materials to be used on all external elevations of the development, in line with drawing in line with drawings PLS-HBA-B-ZZ-DR-A-08-0410, PLS-HBA-A-ZZ-DR-A-08-0400, PLS-HBA-C-ZZ-DR-A-08-0420, PLS-HBA-SW-ZZ-DR-A-08-0500, and the Design and Access Statement Addendum (May 2022) stamped as recieved by the City Council, as Local Planning Authority, on the 23 May 2022, along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

The approved materials shall then be implemented as part of each phase 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.

18) Prior to the commencement of works to the canal side wall, detailed plans and sections showing the extent of works including the lowering/reduction in height of the canal wall shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt, this shall include the extent of wall removal and coping/finish of the retained wall, the design of the metal railings to be installed and the method for affixing the railings to the retained lowered canal wall together with the details of the siting, type and design of any public rescue equipment and warning signage to be installed along the canal edge.

The works of the canal wall shall be carried out in accordance with the approved scheme and thereafter retained and maintained.

Reason - In the interest of appropriate work being carried out to the canal infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

19) Prior to commencement of building E, details of the footprint of the Building, including its size, layout and the final position of the building within the [site], including coordinates indicating the horizontal and vertical position of the ground level of the Building E, shall be submitted for approval in writing by the City Council, as Local Planning Authority in consultation with HS2 Ltd.

The approved details shall be implemented as part of the development.

Reason - To safeguard implementation of potential future Metrolink infrastructure alterations, including to track and platform, at New Islington Stop pursuant to policy SP1 and T1 of the Manchester Core Strategy (2012).

20) Prior to the first occupation each phase 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.

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of constriction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements 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 SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

21) (a) Notwithstanding drawings PLS-PLA-ZZ-00-DR-L-0001 Revision P09 (Landscape General Arrangement); PLS-PLA-ZZ-00-DR-L-1000 Revision P04 (Landscape Hardworks Plan); PLS-PLA-ZZ-00-DR-L-2000 Revision P07 (Landscape Softworks Plan); PLS-PLA-ZZ-00-DR-L-4000 Rev P05 (Existing Landscape Features - Removal, Relocation and Retention Plan), stamped as received by the City Council, as Local Planning Authority, on the 23 May 2022, prior to the first occupation of each phase of the development, details of hard and soft landscaping treatments (including works to the tram lines/stop, canal, Foundry wall, tree planting, street tree planting, boundary treatments, seating, planters and other items of street furniture and appropriate samples of materials of hard landscaping etc) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of each phase of the development and thereafter retained and maintained.

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 amenity of the area and tram infrastructure, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

22) Prior to the first occupation of each phase of the development hereby approved, a detailed landscaped management plan for that phase 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 operation.

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

23) Prior to the first operation of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

24) The development hereby approved shall be carried out in accordance with the Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, and the Energy Statement Addendum prepared by Max Fordham stamped as received by the City Council, as Local Planning Authority, on 23 May 2022. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority, for each phase of the development as approved under Condition 2 (Phasing).

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.

25) (a) Prior to the first operation of each phase of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. 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 (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first operation of each phase 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. 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 - To minimise the impact of plant on the occupants of the development 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).

26) The office development hereby approved shall be carried out in accordance with site Manchester City Council Waste Proforma and supporting plans, prepared by Civic Engineers and Hawkins/Brown stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. The details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

27) Prior to the first operation of the commercial units as shown on drawings PLS-HBA-SW-00-DR-A-08-0010 Rev P02, PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLSHBA-E-00-DR-A-08-0140 Rev P01 stamped as received by the City Council, as Local Planning Authority, on 23 May 2022, a scheme for the storage (including segregated waste recycling) and disposal of refuse for the commercial elements within that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented as part of each phase 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.

28) Prior to the first operation of each of the commercial units, as shown on drawings PLS-HBA-SW-00-DR-A-08-0010 Rev P02, PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLSHBA-E-00-DR-A-08-0140 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 23 May 2022,, 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).

29) 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. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first operation of each phase of the development hereby approved. The approved scheme shall be implemented in full prior to the first operation of each phase 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 the proposed development and impact on the Ashton Canal in order to comply with the requirements of policies SP1, EN15 and DM1 of the Core Strategy.

30) 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 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.

31) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. The development shall only be carried out in accordance with these approved details.

The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

32) The development shall be carried out in accordance with the interim travel plan stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020.

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 working at the development;
- ii) a commitment to surveying the travel patterns of staff during the first three months of the first use of the building 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 occupation of a building (s) within each phase of development, 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 occupants, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

33) The development hereby approved shall provide 528 cycle spaces. Prior to the occupation of each phase of the development as approved under Condition 2 (Phasing), details of the location and number of cycle spaces for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented for each phase identified in Condition 2 and retained and maintained in situ for as long as each phase of the development remains in operation.

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

34) Prior to the first occupation of each phase of the development hereby approved, the demarcation of 5 disabled parking bays (including one adapted for car club) shall be

carried out in accordance with PLS-PLA-ZZ-00-DR-L-1000 (Revision P05) stamped as received by the City Council, as Local Planning Authority on 23 May 2022.

The spaces shall be laid out, demarcated and made available as relevant to each phase of development. The disabled car parking layout shall be retained and maintained for as long as each phase of the development remains in operation.

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

35) Prior to use of each phase of the development as approved under Condition 2 (Phasing), a scheme of highway works and details of footpaths reinstatement/public realm in relation to Pollard Street, Great Ancoats Street and Munday Street as falls within the boundary of Phase 1 of development, in accordance with PLS-PLA-ZZ-00-DR-L-1000 (Revision P05) stamped as received by the City Council, as Local Planning Authority on 23 May 2022 shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site including provision of street trees and pedestrian and cycling improvements. These footway improvements shall include details of materials, including other high-quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm;
- Creation of servicing and disabled bays (including car club bay) to Great Ancoats Street and Pollard Street;
- Amendments to traffic regulations order along Pollard Street; and
- Narrowing of Pollard Street including relocation of bus stop.

The approved scheme shall be implemented and be in place prior to the first occupation of each phase of the development, as identified in Condition 2, the development hereby approved and thereafter retained and maintained in situ.

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).

36) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, within one month of the practical completion of the 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 shall identify such measures necessary to maintain at least the pre existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

37) Prior to the first operation of the development hereby approved a signage strategy for the entire 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).

38) The development above ground floor hereby approved, can be occupied as offices/workspaces (Use Class E) and for no other purposes of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - In the interest of retaining the provision of office/employment space within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012).

39) The commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 Rev P02 , PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A-08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLS-HBA-E-00-DR-A-08-0140 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 23 May 2022 can be occupied as Class E (excluding convenience retail) and theatre/bars (Sui Generis) and for no other purposes 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 operation 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 (2012).

40) In the event that any of the commercial units, as indicated on drawing PLS-HBA-SW-00-DR-A-08-0010 Rev P02 , PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A-08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 23 May 2022 are occupied as restaurant/café or drinking establishment, prior to their first operation the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:

- o Dispersal policy;
- o Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester

41) The commercial units as shown on drawings PLS-HBA-SW-00-DR-A-08-0010 Rev P02 , PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A-08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLS-HBA-E-00-DR-A-08-0140 Rev P01 stamped as received by the City Council, as Local Planning Authority on 23 May 2022, shall remain as separate units and shall not be sub divided or amalgamated 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.

42) When each phase of the development is first occupied (with the exception of Building B), deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
No servicing on Sundays

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

43) Prior to the first operation of Building B, a servicing management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include details of the servicing hours for this building and any other specific access arrangements which affect the servicing of this building. The approved servicing management plan shall be implemented from the first operation of this building and thereafter retained.

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

44) The opening hours for each of the commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 Rev P02 , PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A-08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLS-HBA-E-00-DR-A-08-0140 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 23 May 2022 is as follows:

Sunday to Thursday 08:00 to 23:30
Friday and Saturday 08:00 to 00:30

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

Reason - In interests of 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.

45) The roof terraces as shown on drawings PLS-HBA-D-MR-DR-A-08-0138 (Building D) and PLS-HBA-E-MR-DR-A-08-0148 (Building E) stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:00
No use of the roof terrace on Sundays

There shall be no amplified music or sound on the roof terrace at any time.

Reason - In interests of 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.

46) The multi use games roof terrace for Building A, as shown on drawing PLS-HBAA-MR-DR-A-08-0108 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 shall not be open outside the following hours:-

Monday to Saturday, 09:00 to 21:00,
Sunday, 10:00 to 20:00.

There shall be no amplified music or sound on the roof terrace at any time.

Reason - In interests of 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.

47) Prior to the first use of each of the commercial units as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 Rev P02, PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A-08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLS-HBA-E-00-DR-A-08-0140 Rev P01 stamped as received by the City Council, as Local Planning Authority on 23 May 2022, details of temporary and/or permanent shop frontages, including roller shutters, to the ground floor of the premises shall be submitted for approval in writing by the City Council for each relevant phase of development as identified in Condition 2, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises with the exception of the hanger units to Building C. The approved details shall be implemented prior to the first occupation of each of the commercial units in each relevant phase 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).

48) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

49) a) Prior to the first operation of each of the ground floor commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 Rev P02, PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A-08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLS-HBA-E-00-DR-A-08-0140 Rev P01 stamped as received by the City Council, as Local Planning Authority, on 23 May 2022, details of how the commercial units will be acoustically insulated and treated to limit the breakout of noise shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment. For the avoidance of doubt, where

entertainment noise is proposed the Laeq (entertainment noise) shall be controlled to 10 db below the La90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first operation of each of the commercial units, 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. 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 - To minimise the impact of plant on the occupants of the development 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).

50) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 3, or set out in the Signage Strategy approved under Condition 38, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

51) Prior to the first operation of the commercial units as indicated on drawings PLSHBA-SW-00-DR-A-08-0010 Rev P02, PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P02 and PLSHBA-E-00-DR-A-08-0140 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 23 May 2022, the details of any outside seating areas shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the area to be used, details of any barriers, seating and other structures together with a management strategy for removing any seating after use. The approved details shall be implemented as part of the use of each phase approved under Condition 2.

The use of any external seating areas shall cease at 21:00 daily and there shall be no use of amplified sound or any music at any time within this area at any time.

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

52) Notwithstanding section 10 of the design and access statement, prior to the installation of the meanwhile use, details of the siting, scale, appearance, duration of time for the installation to be located at the site, hours of operation and timescale for implementation of the final landscaping strategy for the site shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available in line with the approved details. Any approved structures shall be removed within one month of the agreed use ceasing at the site.

Reason - In the interest of visual and residential amenity 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).

53) (a) Three months prior to the first operation of each phase of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s) and other measures in line with the community wealth strategy stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, 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
- ii) measures to support voluntary hours, mentoring and internships
- iii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iv) 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 operation of each phase 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 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).

54) Prior to the commencement of Buildings B, C and D, details of the Building footprints, including their size, layout and location within the [site] and in relation to each other, including coordinates indicating the horizontal and vertical position of the ground level of each Building, and design and method statements for their construction, shall be submitted to and approved in writing by the City Council as Local Planning Authority in consultation with HS2 Ltd. The design and method statement/s to be submitted for each Building shall include arrangements to secure that, during any period when concurrent construction is taking place of any Building and HS2 Phase 2b construction and/or operational works relating to the Metrolink tram infrastructure alterations, the construction of the HS2 works are not impeded. The [development shall be carried out]/[Buildings shall be constructed] in accordance with the approved details, design and method statements.

Reason - To safeguard implementation of potential future Metrolink infrastructure alterations, including to track and platform, at New Islington Stop powers for which are to be sought in the HS2 Phase 2b Western Leg hybrid Bill and pursuant to policy SP1 and T1 of the Manchester Core Strategy (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:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

0) - Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

- The applicant/developer is advised to contact the Infrastructure Services Team on 01782 779909 or email Enquiries.TPWNorth@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained and that the works co River Trust

- The applicant/developer is advised to contact the Canal & River Trust Utilities Team at the Wigan Office on 01942 405766 to discuss the acceptability of discharging surface water from the site to the adjacent canal in order to ensure that any necessary consents are obtained. Please be advised that the Trust is not a land drainage authority, and such discharges are not granted as of right- where they are granted, they will usually be subject to completion of a commercial agreement.

- The application site includes land within the ownership of the Canal & River Trust. Any future use of land in the Trusts ownership will require the prior consent of the Canal &

River Trust and our separate agreement. The applicant is advised to contact the Trusts Estate Management Team on 0303 040 4040 or email Matthew.Hart@canalrivertrust.org.uk directly to discuss this matter.

- The applicant is advised that the application site lies partially within land that may be required to construct and/or operate Phase 2b of a high speed rail line from Crewe to Manchester and connecting to the West Coast Main Line south of Wigan, known as the Western Leg of High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament. More information can be found at: <https://www.gov.uk/government/organisations/high-speed-two-limited>

Date: 27 July 2022

Signed:

A handwritten signature in black ink, appearing to read 'Julie Roscoe', written over a horizontal line.

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/planning-inspectorate . 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.