

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

Part 1 – Particulars of the application/development

Proposal:

Full planning permission for the demolition of existing structures and the phased construction of four residential buildings (two at 47 storeys and two at 51 storeys) to provide 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment (Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.

Location:

Part Of Plot C And Plot E Great Jackson Street Manchester M15 4NP

Application reference:

137226/FO/2023

Applicant:

Renaker Build Ltd

Date of application:

26 June 2023

Part 2 – Particulars of decision

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

Article 35 Declaration

In assessing the merits of an application for planning permission officers seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to highways, aviation safeguarding and amenity.

Condition(s) attached to this decision

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

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

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

Z1-SHP-Z460-PL-GRD-B5D801 X02 Planning Application Boundary

Z1-SHP-Z460-PL-GRD-B5D802 X01 Planning Application Boundary - Neighbouring PA Interfaces

Z1-SHP-G100-PL-GRD-B5D811 X01 Application Boundary Plan - Surrounding Site Boundaries

Z1-SHP-G100-PL-GRD-B5D812 X01 Zone 1 - Phasing Plan - Ground Level

Z1-SHP-G100-PL-GRD-B5D813 X01 Zone 1 - Crown Street Phase 3 - Phasing Plan

Z1-SHP-G100-PL-B1-B5D811 X01 Zone 1 - Phasing Plan - Basement

Z1-SHP-G100-PL-B1-B5D812 X01 Zone 1 - Crown Street Phase 3 - Phasing Plan - Basement

Z1-SHP-G100-PL-GRD-B5D821 X01 Zone 1 - Existing Site Plan

Z1-SHP-JC20-PL-GRD-B5D801 X01 Zone 1 - Demolition Plan

Z1-SHP-G100-PL-B1-B5D801 X01 Zone 1 - Basement Level 01 - Site Plan

Z1-SHP-G100-PL-B2-B5D801 X01 Zone 1 - Basement Level 02 - Site Plan

Z1-SHP-G100-PL-B3-B5D801 X01 Zone 1 - Basement Level 03 - Site Plan

Z1-SHP-G100-PL-GRD-B5D801 X02 Zone 1 - Ground Floor - Site Plan

Z1-SHP-G100-PL-01-B5D801 X01 Zone 1 - Level 01 - Site Plan

Z1-SHP-G100-PL-02-B5D801 X01 Zone 1 - Level 02 - Site Plan

Z1-SHP-G100-PL-03-B5D801 X01 Zone 1 - Level 03 - Site Plan

Z1-SHP-G100-PL-23-B5D801 X01 Zone 1 - Level 23 - Site Plan

Z1-SHP-G100-PL-40-B5D801 X01 Zone 1 - Level 40 - Site Plan

Z1-SHP-G100-PL-46-B5D801 X01 Zone 1 - Level 46 - Site Plan

Z1-SHP-G100-PL-50-B5D801 X01 Zone 1 - Level 50 - Site Plan

Z1-SHP-G100-PL-RF-B5D801 X01 Zone 1 - Roof - Site Plan

Z1-SHP-G100-EL-XX-B5D801 X02 Zone 1 - Contextual Elevation - North

Z1-SHP-G100-EL-XX-B5D802 X02 Zone 1 - Contextual Elevation - South

Z1-SHP-G100-EL-XX-B5D803 X02 Zone 1 - Contextual Elevation - East

Z1-SHP-G100-EL-XX-B5D804 X02 Zone 1 - Contextual Elevation - West

Z1-SHP-G100-EL-XX-B5D820 X02 Zone 1 - Podium - Tower C7 & E2 - South Elevation

Z1-SHP-G100-EL-XX-B5D821 X02 Zone 1 - Podium - Tower C7 & E2 - North Elevation Courtyard

Z1-SHP-G100-EL-XX-B5D822 X02 Zone 1 - Podium - Tower C8 & E1 - South Elevation Courtyard

Z1-SHP-G100-EL-XX-B5D823 X02 Zone 1 - Podium - Tower C8 & E1 - North Elevation

Z1-SHP-G100-EL-XX-B5D824 X02 Zone 1 - Podium - Tower E1 & E2 - East and West Elevation

Z1-SHP-G100-EL-XX-B5D825 X02 Zone 1 - Podium - Tower C7 & C8 - East and West Elevation

Z1-SHP-G200-SE-XX-B5D801 X01 Zone 1 - Cross Section

Z1-SHP-G251-DE-XX-B5D801 X02 Zone 1 - Podium -Typical colonnade / retail unit elevation

Z1-SHP-G251-DE-XX-B5D802 X02 Zone 1 - Podium -Typical BOH / car park ramp elevation

Z1-SHP-G251-DE-XX-B5D803 X02 Zone 1 - Podium -Typical BOH retail elevations

Z1-SHP-G251-DE-XX-B5D804 X02 Zone 1 - Podium -Typical entrance detail

Z1-SHP-G251-DE-XX-B5D810 X02 Zone 1 - Podium - Section Detail - Sections A & B

Z1-SHP-G251-DE-XX-B5D811 X02 Zone 1 - Podium - Section Detail - Sections C & D

C7-SHP-G200-PL-B1-B5D801 X 01 Tower C7 - Basement Level 01 - General Arrangement

C7-SHP-G200-PL-B2-B5D801 X 01 Tower C7 - Basement Level 02 - General Arrangement

C7-SHP-G200-PL-B3-B5D801 X 01 Tower C7 - Basement Level 03 - General Arrangement

C7-SHP-G200-PL-GRD-B5D801 X02 Tower C7 - Ground Floor - General Arrangement

C7-SHP-G200-PL-01-B5D801 X 01 Tower C7 - Level 01 - General Arrangement

C7-SHP-G200-PL-02-B5D801 X 01 Tower C7 - Level 02 - General Arrangement

C7-SHP-G200-PL-XX-B5D811 X 01 Tower C7 - Typical Plan 1A - General Arrangement

C7-SHP-G200-PL-XX-B5D812 X 01 Tower C7 - Typical Plan 1B - General Arrangement

C7-SHP-G200-PL-XX-B5D821 X 01 Tower C7 - Typical Plan 2A - General Arrangement

C7-SHP-G200-PL-XX-B5D822 X 01 Tower C7 - Typical Plan 2B - General Arrangement

C7-SHP-G200-PL-XX-B5D823 X 01 Tower C7 - Typical Plan 2C - General Arrangement

C7-SHP-G200-PL-XX-B5D830 X 01 Tower C7 - Typical Plan 3 - General Arrangement

C7-SHP-G200-PL-50-B5D801 X 01 Tower C7 - Level 50 - General Arrangement

C7-SHP-G200-PL-51-B5D801 X 01 Tower C7 - Level 51 - General Arrangement

C7-SHP-G200-PL-RF-B5D801 X 01 Tower C7 - Roof Level - General Arrangement

C7-SHP-G200-EL-XX-B5D801 X 02 Tower C7 - South and West Elevation

C7-SHP-G200-EL-XX-B5D802 X 02 Tower C7 - North and East Elevation

C7-SHP-G251-DE-XX-B5D801 X 01 Tower C7 - Typical façade bay - Section Details

C7-SHP-G251-DE-XX-B5D802 X 01 Tower C7 - Typical façade bay - Detail elevation

C7-SHP-G251-DE-XX-B5D803 X 01 Tower C7 - Typical façade bay - Detail plan

C8-SHP-G200-PL-B1-B5D801 X 01 Tower C8 - Basement Level 01 - General Arrangement

C8-SHP-G200-PL-B2-B5D801 X 01 Tower C8 - Basement Level 02 - General Arrangement

C8-SHP-G200-PL-B3-B5D801 X 01 Tower C8 - Basement Level 03 - General Arrangement

C8-SHP-G200-PL-GRD-B5D801 X 02 Tower C8 - Ground Floor - General Arrangement

C8-SHP-G200-PL-01-B5D801 X 01 Tower C8 - Level 01 - General Arrangement

C8-SHP-G200-PL-02-B5D801 X 01 Tower C8 - Level 02 - General Arrangement

C8-SHP-G200-PL-XX-B5D811 X 01 Tower C8 - Typical Plan 1A - General Arrangement

C8-SHP-G200-PL-XX-B5D812 X 01 Tower C8 - Typical Plan 1B - General Arrangement

C8-SHP-G200-PL-XX-B5D813 X 01 Tower C8 - Typical Plan 1C - General Arrangement

C8-SHP-G200-PL-XX-B5D814 X 01 Tower C8 - Typical Plan 1D- General Arrangement

C8-SHP-G200-PL-XX-B5D815 X 01 Tower C8 - Typical Plan 1E - General Arrangement

C8-SHP-G200-PL-XX-B5D820 X 01 Tower C8 - Typical Plan 2 - General Arrangement

C8-SHP-G200-PL-50-B5D801 X 01 Tower C8 - Level 50 - General Arrangement

C8-SHP-G200-PL-51-B5D801 X 01 Tower C8 - Roof Level - General Arrangement

C8-SHP-G200-PL-RF-B5D801 X 01 Tower C8 - Roof Level - General Arrangement

C8-SHP-G200-EL-XX-B5D801 X 02 Tower C8 - North and West Elevation

C8-SHP-G200-EL-XX-B5D802 X 02 Tower C8 - South and East Elevation

E1-SHP-G200-PL-B1-B5D801 X 01 Tower E1 - Basement Level 01 - General Arrangement

E1-SHP-G200-PL-B2-B5D801 X 01 Tower E1 - Basement Level 02 - General Arrangement

E1-SHP-G200-PL-B3-B5D801 X 01 Tower E1 - Basement Level 03 - General Arrangement

E1-SHP-G200-PL-GRD-B5D801 X 02 Tower E1 - Ground Floor - General Arrangement

E1-SHP-G200-PL-01-B5D801 X 01 Tower E1 - Level 01 - General Arrangement

E1-SHP-G200-PL-02-B5D801 X 01 Tower E1 - Level 02 - General Arrangement

E1-SHP-G200-PL-XX-B5D811 X 01 Tower E1 - Typical Plan 1A - General Arrangement

E1-SHP-G200-PL-XX-B5D812 X 01 Tower E1 - Typical Plan 1B - General Arrangement

E1-SHP-G200-PL-XX-B5D821 X 01 Tower E1 - Typical Plan 2A - General Arrangement

E1-SHP-G200-PL-XX-B5D822 X 01 Tower E1 - Typical Plan 2B - General Arrangement

E1-SHP-G200-PL-XX-B5D831 X 01 Tower E1 - Typical Plan 3A - General Arrangement

E1-SHP-G200-PL-XX-B5D832 X 01 Tower E1 - Typical Plan 3B - General Arrangement

E1-SHP-G200-PL-XX-B5D833 X 01 Tower E1 - Typical Plan 3C - General Arrangement

E1-SHP-G200-PL-XX-B5D834 X 01 Tower E1 - Typical Plan 3D - General Arrangement

E1-SHP-G200-PL-46-B5D801 X 01 Tower E1 - Level 46 - General Arrangement

E1-SHP-G200-PL-47-B5D801 X 01 Tower E1 - Level 47 - General Arrangement

E1-SHP-G200-PL-RF-B5D801 X 01 Tower E1 - Roof Level - General Arrangement

E1-SHP-G200-EL-XX-B5D801 X 02 Tower E1 - North and East Elevation

E1-SHP-G200-EL-XX-B5D802 X 02 Tower E1 - South and West Elevation

E1-SHP-G251-DE-XX-B5D801 X 01 Tower E1 - Typical façade bay - Section Details

E1-SHP-G251-DE-XX-B5D802 X 01 Tower E1 - Typical façade bay - Detail elevation

E1-SHP-G251-DE-XX-B5D803 X 01 Tower E1 - Typical façade bay - Detail plan

E2-SHP-G200-PL-B1-B5D801 X 01 Tower E2 - Basement Level 01 - General Arrangement

E2-SHP-G200-PL-B2-B5D801 X 01 Tower E2 - Basement Level 02 - General Arrangement

E2-SHP-G200-PL-B3-B5D801 X 01 Tower E2 - Basement Level 03 - General Arrangement

E2-SHP-G200-PL-GRD-B5D801 X 02 Tower E2 - Ground Floor - General Arrangement

E2-SHP-G200-PL-01-B5D801 X 01 Tower E2 - Level 01 - General Arrangement

E2-SHP-G200-PL-02-B5D801 X 01 Tower E2 - Level 02 - General Arrangement

E2-SHP-G200-PL-XX-B5D811 X 01 Tower E2 - Typical Plan 1A - General Arrangement

E2-SHP-G200-PL-XX-B5D812 X 01 Tower E2 - Typical Plan 1B - General Arrangement

E2-SHP-G200-PL-XX-B5D821 X 01 Tower E2 - Typical Plan 2A - General Arrangement

E2-SHP-G200-PL-XX-B5D822 X 01 Tower E2 - Typical Plan 2B - General Arrangement

E2-SHP-G200-PL-XX-B5D831 X 01 Tower E2 - Typical Plan 3A - General Arrangement

E2-SHP-G200-PL-XX-B5D832 X 01 Tower E2 - Typical Plan 3B - General Arrangement

E2-SHP-G200-PL-XX-B5D833 X 01 Tower E2 - Typical Plan 3C - General Arrangement

E2-SHP-G200-PL-XX-B5D834 X 01 Tower E2 - Typical Plan 3D - General Arrangement

E2-SHP-G200-PL-46-B5D801 X 01 Tower E2 - Level 46 - General Arrangement

E2-SHP-G200-PL-47-B5D801 X 01 Tower E2 - Level 47 - General Arrangement

E2-SHP-G200-PL-RF-B5D801 X 01 Tower E2 - Roof Level - General Arrangement

E2-SHP-G200-EL-XX-B5D801 X 02 Tower E2 - South and East Elevation

E2-SHP-G200-EL-XX-B5D802 X 02 Tower E2 - North and West Elevation

PR-TPM-G710-PL-GRD-4156 101 X3 - General Arrangement

PR-TPM-G710-PL-GRD-4156 201 X2 - Planting Plan

Environmental Statement Volume 1 Deloitte June 2023

Environmental Statement Volume 1 Addendum Deloitte April 2024 (including for the avoidance of doubt the measures summarised in chapter 16)

Environmental Statement Non-Technical Summary Deloitte June 2023

Environmental Statement Non-Technical Summary Addendum Deloitte April 2024

Environmental Statement Volume 2 - Appendix 9.1 (Environmental Noise Study) Fisher Acoustics June 2023

Environmental Statement Volume 2 - Appendix 5.2 (Phasing and Logistics Plan) Renaker June 2023

Environmental Statement Volume 2 - Appendix 6.1 (Air Quality Figures) Enzygo June 2023

Environmental Statement Volume 2 - Appendix 6.2 (Road Traffic Impact Assessment) Enzygo June 2023

Environmental Statement Volume 2 - Appendix 6.3 (Construction Phase Dust Risk Assessment) Enzygo June 2023

Environmental Statement Volume 2 - Appendix 6.4 (Construction Phase Road Traffic Impact Assessment) Enzygo June 2023

Environmental Statement Volume 2 - Appendix 6.5 (Operational Phase Road Traffic Impact Sensitivity Analysis) Enzygo June 2023

Environmental Statement Volume 2 - Appendix 6.6 (EIA Qualifications) Enzygo June 2023

Environmental Statement Volume 2 - Appendix 8.1 (Drawings of Baseline and Proposed Scenario) GIA June 2023

Environmental Statement Volume 2 - Appendix 8.2 (Daylight and Sunlight Results for Baseline and Proposed Scenario) GIA June 2023

Environmental Statement Volume 2 - Appendix 8.3 (Overshadowing Results and Drawings) GIA June 2023

Environmental Statement Volume 2 - Appendix 11.1 (Solar Glare Assessment) GIA June 2023

Environmental Statement Volume 2 - Appendix 11.2 (Solar Glare Intensity Summary Note) GIA June 2023

Environmental Statement Volume 2 - Appendix 12.1 (Maps) Chris Burnett Associates June 2023

Environmental Statement Volume 2 - Appendix 12.2 (Viewpoint and Townscape Photographs including AVR images) Chris Burnett Associates June 2023

Environmental Statement Volume 2 - Appendix 12.2A (TVIA Night Time Images) Chris Burnett Associates April 2024

Environmental Statement Volume 2 - Appendix 12.3 (Visualisation Methodology) Chris Burnett Associates June 2023

Environmental Statement Volume 2 - Appendix 12.4 (AVR Methodology) Chris Burnett Associates June 2023

Environmental Statement Volume 2 - Appendix 13.1 (Transport Statement) Curtins June 2023

Environmental Statement Volume 2 - Appendix 13.2 (Framework Travel Plan) Curtins April 2024

Environmental Statement Volume 2 - Appendix 14.1 (Wind Microclimate Study) WSP June 2023

Environmental Statement Volume 2 - Appendix 2.1 (Screening and Scoping Report) Deloitte June 2023

Environmental Statement Volume 2 - Appendix 2.2 (Committed Developments)
Deloitte June 2023

Environmental Statement Volume 2 - Appendix 5.1 (Planning Programme) Renaker
June 2023

Environmental Statement Volume 2 - Appendix 8.4 (Daylight and Sunlight
Addendum) GIA April 2024

Statement of Consultation Deloitte June 2023

Design and Access Statement SHP June 2023

Design and Access Statement Addendum SHP April 2024

Planning Statement Deloitte June 2023

Planning and Tall Building Statement Addendum Deloitte April 2024

Landscaping Management Plan TPM Landscape June 2023

Landscape Design Statement TPM Landscape June 2023

Green and Blue Infrastructure Statement Deloitte June 2023

Lighting Strategy FutureServ June 2023

Arboricultural Impact Assessment Report (AIA) Godwins June 2023

Archaeological Desktop Study University of Salford June 2023

Broadband Connectivity Assessment Pager Power June 2023

TV Reception Survey Pager Power June 2023

Safety Assessment (Manchester Airport) Pager Power June 2023

Crime Impact Statement (CIS) GMP June 2023

Geo-Environmental Preliminary Risk Assessment WSP June 2023

Ecology Survey ERAP June 2023

Bat Survey ERAP October 2023

Local Labour Agreement Renaker June 2023

Development Management Strategy Zenith June 2023

Servicing Strategy (included within Transport Statement) Curtins June 2023

Site Waste Management Strategy (included within the DAS) SHP June 2023

Ventilation Statement FutureServ June 2023

Flood Risk Assessment and Drainage Strategy Curtins June 2023

Flood Risk Assessment Addendum revision V02 by Curtins dated 04 August 2025

Flood Sequential Test by Deloitte dated August 2025

Fire Statement (residential only) Tenos June 2023

Fire Statement Form received by the Local Planning Authority on 5 January 2024

Heritage Statement Stephen Levrant Heritage Architecture April 2024

Biodiversity Net Gain Assessment ERAP May 2024

Biodiversity Net Gain Assessment Metric ERAP June 2024

Broadband Connectivity Assessment Addendum Pager Power May 2024

Environmental Standards Statement Element Sustainability May 2024

Financial Viability Assessment Roger Hannah April 2024

Element Sustainability Technical Note - Energy & Low Carbon Proforma dated 22.08.2025

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) The development hereby approved shall be phased in accordance with the following drawing numbers:

Z1-SHP-G100-PL-GRD-B5D813 X01 Zone 1 - Crown Street Phase 3 - Phasing Plan; and

Z1-SHP-G100-PL-B1-B5D812 X01 Zone 1 - Crown Street Phase 3 Phasing Plan - Basement.

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

- 4) The development hereby approved shall include for full disabled access to be provided to the public realm and via the main entrances to the buildings and to the floors above.

Reason - To ensure that satisfactory disabled access is provided pursuant to the provisions of Core Strategy policy DM1 and policies JP-H3 and JP-P1 of the Places for Everyone Joint Development Plan.

- 5) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 30 September inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

- 6) Prior to the occupation of the development hereby approved an external signage strategy for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved signage strategy shall then be implemented and used to inform any future advertisement applications for the development.

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

- 7) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

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

- 8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the residential use hereby approved shall not be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people or couples (or a couple and unrelated person) sharing a dwelling.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

- 9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the commercial spaces within the development shall only be used for Use Classes Ea (excluding convenience retail), b, e and / or Use Class Sui Generis (p) and (q) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and reenacting that Order with or without modification) and for no other purposes within those Use Classes.

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

- 10) The commercial units hereby approved 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 and SP1 of the Manchester Core Strategy.

- 11) The window(s) to the commercial units hereby approved shall be retained as clear glazed window openings 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.

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

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to the National Planning Policy Framework and Policy EN14 of the Core Strategy.

- 13) Piling or any other foundation designs using penetrative methods shall not be carried out other than with the written consent of the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the proposed piling does not harm groundwater resources in accordance with policies EN17 and DM1 of the Manchester Core Strategy (2012) and the NPPF.

- 14) a) Prior to the commencement of the development hereby approved, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment.

Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated by the applicant in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

- 15) a) Prior to the commencement of development within Phase 1, 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 Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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, development within Phase 1 shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development within Phase 1 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 Local Planning Authority. The development within Phase 1 shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development within Phase 1, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development within Phase 1.

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.

- 16) Within Phase 1 of the development hereby approved, no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council as 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 hereby approved shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with policies EN17 and DM1 of the Manchester Core Strategy (2012) and the NPPF.

- 17) No works shall take place within Phase 1 of the development hereby approved until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
- a. A phased programme and methodology of investigation and recording that includes: - archaeological evaluation trenching; - pending the results of the above, a targeted open-area excavation.
 - b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
 - c. Deposition of the final report with the Greater Manchester Historic Environment Record.
 - d. Dissemination of the results of the archaeological investigations commensurate with their significance.
 - e. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester, policy EN3 of the Core Strategy and the National Planning Policy Framework.

- 18) a) Prior to the commencement of development within Phase 1, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements 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 phases of Phase 1 of the development. In this condition, a Local Labour Proposal means a document which includes:
- i) the measures proposed to recruit local people including apprenticeships;
 - ii) mechanisms for the implementation and delivery of the Local Labour Proposal;
- and

iii) measures to monitor and review the effectiveness of the Local Labour Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month prior to construction work within Phase 1 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 to and approved in writing by the City Council as Local Planning Authority.

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

- 19) (a) Three months prior to the first occupation of Phase 1 of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development. In this condition, a Local Labour Proposal Framework means a document which includes:

i) the measures proposed to recruit local people including apprenticeships;

ii) mechanisms for the implementation and delivery of the Local Labour Proposal Framework;

iii) measures to monitor and review the effectiveness of the Local labour Proposal Framework in achieving the objective of recruiting and supporting local labour objectives.

(b) Within 6 months of the first occupation of Phase 1 of the development, a Local Labour Proposal Framework which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Local Labour Proposal Framework approved by the City Council as Local Planning Authority shall be implemented in full at all times whilst the end use(s) are 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).

- 20) Prior to the commencement of development within Phase 1, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles.

The development of Phase 1 shall be carried out in accordance with the approved construction management plan.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, CC5 and DM1 of the Manchester Core Strategy.

- 21) Prior to the commencement of development within Phase 1, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

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

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

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

- 22) a. Prior to above ground works of development within Phase 1, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting, including the biodiversity enhancement measures set out in Section 5 of the Bat Activity Survey at Building 1 (Gaddum House) Ref: 2022-117c dated September 2023 by ERAP;
- (v) Details of children's play space provision;
- (vi) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vii) Details of the proposed street furniture including seating, bins and lighting; and
- (viii) Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as Local Planning Authority and fully implemented in accordance with the approved programme.

c. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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, DM1, EN1, EN9 and EN15 of the Core Strategy and the NPPF.

- 23) Prior to the first occupation of Phase 1 of the development, a detailed landscape management plan for that phase shall be submitted to and approved in writing by the City Council as local planning authority. This shall include details of how the public realm and 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 of Phase 1 and remain in place for as long as that phase of the development remains in use.

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

- 24) a. Prior to the commencement of development within Phase 1, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.
- b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

- 25) Prior to the commencement of development within Phase 1, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:
- a) A finalised drainage layout showing all components, outfalls, levels (including proposed ground and finished floor levels in AOD) and connectivity.
- b) Details of Finished Floor Levels (FFLs) set in accordance with Standing Advice, a minimum of 300mm above the estimated flood level for the 1% AEP + Climate Change allowance event. Where FFLs cannot be raised, property flood resilience (PFR) measures can be proposed. PFR measures must protect to a minimum of 600mm above the estimated flood level.
- c) Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- d) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- e) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- f) Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.
- g) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- h) Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

i) A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

j) An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.

k) A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).

l) Construction details of flow control and SuDS elements.

m) A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the attenuation tanks to the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753). Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the building and tank. Details of the provision of suitable access for future maintenance are also required.

n) CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.

o) Mitigation measures to manage the risk of sewer surcharge where applicable;

p) 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.

The approved details for Phase 1 shall be implemented in full before first occupation of Phase 1.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN8 and EN14 of the Core Strategy.

26) No development within Phase 1 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before first occupation of Phase 1 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

a. A verification report providing photographic evidence of constructed flow control and SuDS components as per approved design drawings;

b. As-built construction drawings or confirmation that they align with the original design construction drawings;

c. 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 national policies within the NPPF and NPPG and Core Strategy policies EN8 and EN14.

- 27) No construction within Phase 1 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2), has been submitted to and approved in writing by the City Council as local planning authority.

(1)'Radar Mitigation Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

- 28) No development in Phase 1 shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

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

- 29) No development shall take place within Phase 1 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The

assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 1 commences.

Reason - In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

- 30) Prior to the commencement of development within Phase 1, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 1 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either before Phase 1 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

- 31) Prior to the commencement of above ground works within Phase 1 of the development a detailed strategy for the provision of accessible and adaptable dwellings (in line with M4(2)) shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and retained thereafter.

Reason - To ensure an appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012) and Places for Everyone Policy JP-H3.

- 32) a) The non-residential premises hereby approved within Phase 1 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.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to the first use/occupation of the non-residential premises within Phase 1 of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved acoustic consultant's report.

c) In the event of any non-conformity with the approved acoustic consultant's report, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the non-residential premises within Phase 1 of the development.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

- 33) a. Prior to the commencement of development within Phase 1, a scheme for acoustically insulating the proposed residential accommodation against external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority. The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times);

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq;

Gardens and terraces (daytime) 55 dB LAeq.

The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme.

b) Prior to the first use/occupation of the development within Phase 1, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the

recommendations and requirements of the approved noise insulation and ventilation scheme.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of Phase 1 of the development.

Reason - To secure a reduction in noise from external sources and in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

- 34) a) Prior to any above ground works within Phase 1 (excluding demolition and site clearance), either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to first occupation of Phase 1, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the uses within Phase 1 can commence.

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 policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

- 35) The testing of the emergency plant hereby approved within Phase 1 of the development shall be restricted to the following hours and to total no more than 6 hours a year:

Monday to Friday 09:00 to 18:00

Saturday, Sunday and Bank Holiday - No testing to be undertaken.

Testing shall be undertaken no more than once every two months for no more than 30 minutes at a time.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

- 36) Prior to the first use of external areas within Phase 1, a schedule of days and hours of operation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

- 37) No external areas within Phase 1 of the development hereby approved shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule to be submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:
- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
 - b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
 - c. Details of the proposed furniture, including any barriers;
 - d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;

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

- 38) a) Prior to commencement of Phase 1 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.
- b) Prior to occupation of Phase 1 of the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

- 39) a) Prior to the commencement of any above ground works within Phase 1 of the development, details of the storage and disposal of refuse for the residential uses

within Phase 1 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 1 of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Core Strategy for the City of Manchester.

- 40) a) Before use of each commercial unit within Phase 1 of the development commences, a scheme for the storage and disposal of refuse for that unit shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of the Phase 1 development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Core Strategy for the City of Manchester.

- 41) During the operational phase of Phase 1 of the development, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

- 42) The commercial units within Phase 1 of the development hereby approved shall not be occupied unless and until the opening hours of the proposed use(s) have been agreed in writing by the City Council as local planning authority. That use(s) thereafter shall not operate outside the approved opening hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

- 43) Prior to first use of any commercial uses hereby approved within Phase 1 of the development that involve the preparation of hot food a scheme for the extraction of any fumes, vapours and odours from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the use commences and shall remain operational thereafter.

Reason - In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to the character and appearance of the host building and the surrounding area in

accordance with policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

- 44) a. External lighting within Phase 1 of the development hereby approved shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.
- b. Prior to occupation of Phase 1 of the development hereby approved a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the scheme approved in part a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include 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 and proposed timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

- 45) Development within Phase 1 hereby approved shall be carried out in accordance with the recommendations of the Crime Impact Statement Version B: 03/04/23 Reference: 2023/0042/CIS/02 by Greater Manchester Police, as relevant to Phase 1. No building within Phase 1 shall be occupied or used until the City Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation relating to that phase.

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

- 46) No part of Phase 1 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

- 47) No part of Phase 1 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

- 48) a) Before first occupation of Phase 1 of the development hereby approved, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of the first occupation of Phase 1 of the development hereby approved, the results of the monitoring and review processes shall be submitted in writing to the Local Planning Authority and any measures that are identified that can improve the effectiveness of the Framework Travel Plan shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

- 49) Prior to the first occupation of the residential dwelling within Phase 1 of the development hereby approved, an electric vehicle car parking strategy for the provision of electric car charging to the car parking spaces to be provided for Phase 1 of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority for that phase. The strategy shall include the following details:

(a) Layout and location of electric vehicle charging points;

(b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;

(c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by this permission. Any additional charging points identified as part of that review shall be implemented within two months of approval of the annual review.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of Phase 1 and retained and maintained in situ for as long as the development remains in use.

Reason - In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

50) Prior to the commencement of any above ground works within Phase 1 of the development hereby approved, the following relating to that Phase shall be submitted to and approved in writing by the City Council as Local Planning Authority:

a) A Stage 1 and 2 Road Safety Audit (RSA);

b) A scheme of highway works based on the above RSA, which shall include the following:

i) Proposed extension of Melbourne Street and reconfiguration of Owen Street including any Traffic Regulation Orders;

ii) Proposed loading bay;

iii) Proposed street tree planting;

iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;

v) Reinstatement of redundant access points as continuous footway;

vi) Provision of tactile paving and dropped kerbs at junctions serving the site;

vii) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

c) The highway works approved under part b) of this condition above shall be implemented in full in accordance with the approved details prior to any part of Phase 1 of the development first being occupied and shall be retained thereafter.

d) Prior to any part of Phase 1 of the development first being occupied, a Completion/Verification Report, which shall include photographic evidence and highway approval/completion notices (where relevant) shall be submitted to and approved in writing by the Local Planning Authority.

e) In the event of non-conformity, where the highway works have not been carried out and/or have not been carried out to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of Phase 1 of the development.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

51) Prior to the first occupation of Phase 1 of the development hereby approved, a Delivery and Servicing Management Strategy for the development shall be submitted to and agreed in writing by the City Council as local planning authority.

The strategy shall work to ensure that servicing/delivery/activities across all buildings are co-ordinated to ensure efficient use of the proposed loading bays and shall include full details of any highway works (including any traffic regulation orders or other traffic measures) required.

The approved strategy, including any associated mitigation works, shall be implemented in full prior to first occupation of Phase 1 of the development and shall be retained and maintained in operation thereafter.

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

- 52) The Visible Light Reflectance (VLR) for glazing on the Great Jackson Street elevation of the Phase 1 podium (Plot E2) shall not exceed 16 per cent.

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

- 53) a) Phase 1 of the development hereby approved shall be carried out in accordance with the Environmental Standards Statement by Element Sustainability dated May 2024 and the Element Sustainability Technical Note - Energy & Low Carbon Proforma dated 22.08.2025.

b) A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of Phase 1 of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4, EN6, and DM1 of the Core Strategy, Places for Everyone policies JP-S2 (Carbon and Energy) and JP-S3 (Heat and Energy Networks), the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

- 54) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 1 of the development hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

- 55) a) Prior to the commencement of development within Phase 2, 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 Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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, development within Phase 2 shall not commence until a scheme for the investigation and the

identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development within Phase 2 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 Local Planning Authority. The development within Phase 2 shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development within Phase 2, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy. c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development within Phase 2.

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.

- 56) Within Phase 2 of the development hereby approved, no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council, as 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 hereby approved shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line policies EN17 and DM1 of the Manchester Core Strategy (2012).

- 57) No development works shall take place within Phase 2 of the development hereby approved until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

a. A phased programme and methodology of investigation and recording that includes:

- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation.

b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.

c. Deposition of the final report with the Greater Manchester Historic Environment Record. d. Dissemination of the results of the archaeological investigations commensurate with their significance. e. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester, policy EN3 of the Core Strategy and the National Planning Policy Framework.

- 58) a) Prior to the commencement of development within Phase 2, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction of Phase 2 of the development. In this condition a Local Labour Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships;

ii) mechanisms for the implementation and delivery of the Local Labour Proposal; and

iii) measures to monitor and review the effectiveness of the Local Labour Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month prior to construction work within Phase 2 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 to and approved in writing by the City Council as Local Planning Authority.

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

- 59) (a) Three months prior to the first occupation of Phase 2 of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development. In this condition a Local Labour Proposal Framework means a document which includes:

i) the measures proposed to recruit local people including apprenticeships;

ii) mechanisms for the implementation and delivery of the Local Labour Proposal Framework;

iii) measures to monitor and review the effectiveness of the Local labour Proposal Framework in achieving the objective of recruiting and supporting local labour objectives

(b). Within 6 months of the first occupation of Phase 2 of the development, a Local Labour Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Local Labour Proposal approved by the City Council as Local Planning Authority shall be implemented in full at all times whilst the end use(s) are 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).

- 60) Prior to the commencement of development within Phase 2, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles.

The development of Phase 1 shall be carried out in accordance with the approved construction management plan.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, CC5 and DM1 of the Manchester Core Strategy.

- 61) Prior to the commencement of development within Phase 2, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:
- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
 - ii. drawings to illustrate details of full sized sample panels that will be produced; and

iii. production and approval of full sized sample panels and for a strategy for quality control management.

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

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

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

62) a. Prior to above ground works of the development within Phase 2, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

(i) Details of the proposed hard landscape materials;

(ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;

(iii) Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;

(iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting, including the biodiversity enhancement measures set out in Section 5 of the Bat Activity Survey at Building 1 (Gaddum House) Ref: 2022-117c dated September 2023 by ERAP;

(v) Details of children's play space provision;

(vi) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;

(vii) Details of the proposed street furniture including seating, bins and lighting; and

(viii) Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as Local Planning Authority and fully implemented in accordance with the approved programme.

c. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next

planting season by trees or shrubs of similar size and species to those originally required to be planted.

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, DM1, EN1, EN9 and EN15 of the Core Strategy and the NPPF.

- 63) Prior to the first occupation of Phase 2 of the development, a detailed landscape management plan for that phase shall be submitted to and approved in writing by the City Council as local planning authority. This shall include details of how the public realm and 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 of Phase 2 and remain in place for as long as that phase of the development remains in use.

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

- 64) a. Prior to the commencement of development within Phase 2, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

- 65) Prior to the commencement of development within Phase 2, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

a) A finalised drainage layout showing all components, outfalls, levels (including proposed ground and finished floor levels in AOD) and connectivity.

b) Details of Finished Floor Levels (FFLs) set in accordance with Standing Advice, a minimum of 300mm above the estimated flood level for the 1% AEP + Climate Change allowance event. Where FFLs cannot be raised, property flood resilience (PFR) measures can be proposed. PFR measures must protect to a minimum of 600mm above the estimated flood level.

c) Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

- d) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- e) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- f) Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.
- g) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- h) Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- i) A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- j) An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
- k) A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- l) Construction details of flow control and SuDS elements.
- m) A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the attenuation tanks to the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753). Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the building and tank. Details of the provision of suitable access for future maintenance are also required.
- n) CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- o) Mitigation measures to manage the risk of sewer surcharge where applicable;
- p) 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.

The approved details for Phase 2 shall be implemented in full before first occupation of Phase 2.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN8 and EN14 of the Core Strategy.

- 66) No development within Phase 2 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before first occupation of Phase 1 and thereafter managed and maintained in accordance with the approved details. Those details shall include:
- a. A verification report providing photographic evidence of constructed flow control and SuDS components as per approved design drawings;
 - b. As-built construction drawings or confirmation that they align with the original design construction drawings;
 - c. 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 national policies within the NPPF and NPPG and Manchester Core Strategy policies EN8 and EN14.

- 67) No construction within Phase 2 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2), has been submitted to and approved in writing by the City Council as local planning authority.

(1)'Radar Mitigation Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

- 68) No development in Phase 2 shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the

Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

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

- 69) No development shall take place within Phase 2 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as local planning authority before the development of Phase 2 commences.

Reason - In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

- 70) Prior to the commencement of development within Phase 2, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:
- a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.
 - b) Assess the impact of Phase 2 the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either Phase 2 is first occupied or within

one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

- 71) Prior to the commencement of above ground works within Phase 2 of the development a detailed strategy for the provision of accessible and adaptable dwellings (in line with M4(2)) shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and retained thereafter.

Reason - To ensure an appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012) and Places for Everyone Policy JP-H3.

- 72) a) The non-residential premises hereby approved within Phase 2 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.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to the first use/occupation of the non-residential premises within Phase 2 of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved acoustic consultant's report.

c) In the event of any non-conformity with the approved acoustic consultant's report, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the non-residential premises within Phase 2 of the development.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

- 73) a. Prior to the commencement of development Phase 2 (excluding demolition and site clearance), a scheme for acoustically insulating the proposed residential accommodation against external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority. The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times);

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq;

Gardens and terraces (daytime) 55 dB LAeq.

The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme. b) Prior to the first use/occupation of the development within Phase 2, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation and ventilation scheme.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of Phase 2 of the development.

Reason - To secure a reduction in noise from external sources and in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

- 74) a) Prior to any above ground works within Phase 2 (excluding demolition and site clearance), either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.
- b) Prior to first occupation of Phase 2, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the uses within Phase 2 can commence.

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 policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

- 75) The testing of the emergency plant hereby approved within Phase 2 of the development shall be restricted to the following hours and to total no more than 6 hours a year: Monday to Friday 09:00 to 18:00 Saturday, Sunday and Bank Holiday - No testing to be undertaken. Testing shall be undertaken no more than once every two months for no more than 30 minutes at a time.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

- 76) Prior to the first use of external areas within Phase 2, a schedule of days and hours of operation shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

- 77) No external areas within Phase 2 of the development hereby approved shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule to be submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night.

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

- 78) a) Prior to commencement of Phase 2 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 2 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

- 79) a) Prior to the commencement of any above ground works within Phase 2 of the development, details of the storage and disposal of refuse for the residential uses within Phase 2 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 2 the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

- 80) a) Before use of each commercial unit within Phase 2 of the development commences, a scheme for the storage and disposal of refuse for that unit shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the scheme approved in part a) above shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

- 81) During the operational phase of Phase 2 of the development, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

- 82) The commercial units within Phase 2 of the development hereby approved shall not be occupied unless and until the opening hours of the proposed use(s) have been

agreed in writing by the City Council as local planning authority. That use(s) thereafter shall not operate outside the opening hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

- 83) Prior to first use of any commercial uses hereby approved within Phase 2 of the development that involve the preparation of hot food a scheme for the extraction of any fumes, vapours and odours from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the use commences and shall remain operational thereafter.

Reason - In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to the character and appearance of the host building and the surrounding area in accordance with policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

- 84) a. External lighting within Phase 2 of the development hereby approved shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.
- b. Prior to occupation of Phase 2 of the development hereby approved a verification report to validate that the work undertaken throughout Phase 2 the development conforms to the recommendations and requirements in the scheme approved in part (a) approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include 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 and proposed timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

- 85) Development within Phase 2 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 03/04/23 Reference: 2023/0042/CIS/02 by Greater Manchester Police, as relevant to Phase 2. No building within Phase 2 shall be occupied or used until the City Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation relating to that phase.

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

- 86) No part of Phase 2 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

- 87) No part of Phase 2 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

- 88) a) Before first occupation of Phase 2 of the development hereby approved, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of the first occupation of Phase 2 of the development hereby approved, the results of the monitoring and review processes shall be submitted in writing to the Local Planning Authority and any measures that are identified that can improve the effectiveness of the Framework Travel Plan shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

- 89) Prior to the first occupation of the residential dwelling within Phase 2 of the development hereby approved, an electric vehicle car parking strategy for the provision of electric car charging to the car parking spaces to be provided for Phase 2 of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority for that phase. The strategy shall include the following details:

(a) Layout and location of electric vehicle charging points;

(b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;

(c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by this permission. Any additional charging points identified as part of that review shall be implemented within two months of approval of the annual review.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of Phase 1 and retained and maintained in situ for as long as the development remains in use.

Reason - In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

90) Prior to the commencement of any above ground works within Phase 2 of the development hereby approved, the following relating to that Phase shall be submitted to and approved in writing by the City Council as Local Planning Authority:

a) A Stage 1 and 2 Road Safety Audit (RSA);

b) A scheme of highway works based on the above RSA, which shall include the following:

i) Proposed extension of Melbourne Street and reconfiguration of Owen Street including any Traffic Regulation Orders;

ii) Proposed loading bay;

iii) Proposed street tree planting;

iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;

v) Reinstatement of redundant access points as continuous footway;

vi) Provision of tactile paving and dropped kerbs at junctions serving the site;

vii) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

c) The highway works approved under part b) of this condition above shall be implemented in full in accordance with the approved details prior to any part of Phase 2 of the development first being occupied and shall be retained thereafter.

d) Prior to any part of Phase 2 of the development first being occupied, a Completion/Verification Report, which shall include photographic evidence and highway approval/completion notices (where relevant) shall be submitted to and approved in writing by the Local Planning Authority.

e) In the event of non-conformity, where the highway works have not been carried out and/or have not been carried out to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required

measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of Phase 2 of the development.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 91) Prior to the first occupation of Phase 2 of the development hereby approved, a Delivery and Servicing Management Strategy for the development shall be submitted to and agreed in writing by the City Council as local planning authority.

The strategy shall work to ensure that servicing/delivery/activities across all buildings are co-ordinated to ensure efficient use of the proposed loading bays and shall include full details of any highway works (including any traffic regulation orders or other traffic measures) required.

The approved strategy, including any associated mitigation works, shall be implemented in full prior to first occupation of Phase 2 of the development and shall be retained and maintained in operation thereafter.

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

- 92) a) Phase 2 of the development hereby approved shall be carried out in accordance with the Environmental Standards Statement by Element Sustainability dated May 2024 and the Element Sustainability Technical Note - Energy & Low Carbon Proforma dated 22.08.2025.

b) A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of Phase 2 of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4, EN6 and DM1 of the Core Strategy, Places for Everyone policies JP-S2 (Carbon and Energy) and JP-S3 (Heat and Energy Networks), the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

- 93) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 2 of the development hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

- 94) a) Prior to the commencement of development within Phase 3, 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 Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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, development within Phase 3 shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development within Phase 3 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 Local Planning Authority. The development within Phase 3 shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development within Phase 3, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development within Phase 3.

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.

- 95) Within Phase 3 of the development hereby approved, no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council as 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 hereby approved shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with policies EN17 and DM1 of the Manchester Core Strategy (2012).

- 96) No works shall take place within Phase 3 of the development hereby approved until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a

Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes: - archaeological evaluation trenching; - pending the results of the above, a targeted open-area excavation.
- b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester, policy EN3 of the Core Strategy and the National Planning Policy Framework.

- 97) a) Prior to the commencement of development within Phase 3, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phases of Phase 3 the development. In this condition a Local Labour Proposal means a document which includes:

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

(b) Within one month prior to construction work within Phase 3 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 to and approved in writing by the City Council as Local Planning Authority.

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

- 98) (a) Three months prior to the first occupation of Phase 3 of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of

the occupation of the development. In this condition a Local Labour Proposal Framework means a document which includes:

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

(b). Within 6 months of the first occupation of Phase 3 of the development, a Local Labour Proposal Framework which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Local Labour Proposal Framework approved by the City Council as Local Planning Authority shall be implemented in full at all times whilst the end use(s) are 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)

- 99) Prior to the commencement of demolition within Phase 3, a detailed demolition management plan for that phase outlining working practices during demolition shall be submitted to and approved in writing by the City Council as local planning authority which for the avoidance of doubt shall include:

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Types and frequency of vehicular demands;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The demolition for that phase shall be carried out in accordance with the approved demolition management plan.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, CC5 and DM1 of the Manchester Core Strategy.

- 100) Prior to the commencement of development within Phase 3, a detailed construction management plan for that phase outlining working practices during development

shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles.

The development of phase 3 shall be carried out in accordance with the approved construction management plan.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, CC5 and DM1 of the Manchester Core Strategy.

- 101) Prior to the commencement of development within Phase 3, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames. The development of that phase shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the

area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

- 102) Prior to any above ground works of development within Phase 3, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as local planning authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting, including the biodiversity enhancement measures set out in Section 5 of the Bat Activity Survey at Building 1 (Gaddum House) Ref: 2022-117c dated September 2023 by ERAP;
- (v) Details of children's play space provision;
- (vi) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vii) Details of the proposed street furniture including seating, bins and lighting; and
- (viii) Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved programme.

c. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

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, DM1, EN1, EN9 and EN15 of the Core Strategy and the NPPF.

- 103) Prior to the first occupation of Phase 3 of the development, a detailed landscape management plan for that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of how the public realm and 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 of Phase 3 and remain in place for as long as that phase of the development remains in use.

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

- 104 a. Prior to the commencement of development within Phase 3, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

- 105 Prior to the commencement of development within Phase 3, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

a) A finalised drainage layout showing all components, outfalls, levels (including proposed ground and finished floor levels in AOD) and connectivity.

b) Details of Finished Floor Levels (FFLs) set in accordance with Standing Advice, a minimum of 300mm above the estimated flood level for the 1% AEP + Climate Change allowance event. Where FFLs cannot be raised, property flood resilience (PFR) measures can be proposed. PFR measures must protect to a minimum of 600mm above the estimated flood level.

c) Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

d) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

e) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.

f) Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.

g) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

h) Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

i) A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

j) An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.

k) A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).

l) Construction details of flow control and SuDS elements.

m) A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the attenuation tanks to the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753). Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the building and tank. Details of the provision of suitable access for future maintenance are also required.

n) CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.

o) Mitigation measures to manage the risk of sewer surcharge where applicable;

p) 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.

The approved details for Phase 3 shall be implemented in full before first occupation of Phase 3.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN8 and EN14 of the Core Strategy.

- 106) No development within Phase 3 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before first

occupation of Phase 1 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. A verification report providing photographic evidence of constructed flow control and SuDS components as per approved design drawings;
- b. As-built construction drawings or confirmation that they align with the original design construction drawings;
- c. 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 national policies within the NPPF and NPPG and Manchester Core Strategy EN8 and EN14.

- 107) No construction within Phase 3 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the Local Planning Authority.

(1)'Radar Mitigation Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

- 108) No development in Phase 3 shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5

and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

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

- 109) No development shall take place within Phase 3 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 3 commences.

Reason - In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

- 110) Prior to the commencement of development within Phase 3, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 3 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either before Phase 3 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

- 111) Prior to the commencement of above ground works within Phase 3 of the development a detailed strategy for the provision of accessible and adaptable

dwellings (in line with M4(2)) shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and retained thereafter.

Reason - To ensure and appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012) and Places for Everyone Policy JP-H3.

- 112 a) The non-residential premises hereby approved within Phase 3 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. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to the first use/occupation of the non-residential premises within Phase 3 of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved acoustic consultant's report.

c) In the event of any non-conformity with the approved acoustic consultant's report, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the non-residential premises within Phase 3 of the development.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

- 113 a. Prior to the commencement of development within Phase 3 (excluding demolition
) and site clearance), a scheme for acoustically insulating the proposed residential accommodation against external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority. The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmx,F by more than 15 times);

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq;

Gardens and terraces (daytime) 55 dB LAeq.

The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme.

b) Prior to the first use/occupation of the development within Phase 3, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation and ventilation scheme.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of Phase 3 of the development.

Reason - To secure a reduction in noise from external sources and in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

- 114 a) Prior to any above ground works within Phase 3 (excluding demolition and site clearance), either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to first occupation of Phase 3, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the uses within Phase 3 can commence.

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 policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

- 115) The testing of the emergency plant hereby approved within Phase 3 of the development shall be restricted to the following hours and to total no more than 6 hours a year:

Monday to Friday 09:00 to 18:00

Saturday, Sunday and Bank Holiday - No testing to be undertaken.

Testing shall be undertaken no more than once every two months for no more than 30 minutes at a time.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

- 116) Prior to the first use of external areas to within Phase 3, a schedule of days and hours of operation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

- 117) No external areas within Phase 3 of the development hereby approved shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule to be submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;

b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;

c. Details of the proposed furniture, including any barriers;

d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night.

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

- 118) a) Prior to commencement of Phase 3 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 3 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such

in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

- 119 a) Prior to the commencement of any above ground works within Phase 3 of the development, details of the storage and disposal of refuse for the residential uses within Phase 3 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 3 of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Core Strategy for the City of Manchester.

- 120 a) Before use of each commercial unit within Phase 3 of the development commences, a scheme for the storage and disposal of refuse for that unit shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the scheme approved in part a) above shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Core Strategy for the City of Manchester.

- 121 During the operational phase of Phase 3 of the development, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

- 122 The commercial units within Phase 3 of the development hereby approved shall not be occupied unless and until the opening hours of the proposed use(s) have been agreed in writing by the City Council as local planning authority. That use(s) thereafter shall not open operate outside the approved opening hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

- 123) Prior to first use of any commercial uses hereby approved within Phase 3 of the development that involve the preparation of hot food a scheme for the extraction of any fumes, vapours and odours from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the use commences and shall remain operational thereafter.

Reason - In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to the character and appearance of the host building and the surrounding area in accordance with policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

- 124) a. External lighting within Phase 3 of the development hereby approved shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.

b. Prior to occupation of Phase 3 hereby approved of the development a verification report to validate that the work undertaken throughout Phase 3 the development conforms to the recommendations and requirements in the scheme approved in part (a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include 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 and proposed timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

- 125) Development within Phase 3 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 03/04/23 Reference: 2023/0042/CIS/02 by Greater Manchester Police, as relevant to that Phase 3. No building within Phase 3 shall be occupied or used until the City Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation relating to that phase.

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

- 126) No part of Phase 3 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

- 127) No part of Phase 3 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

- 128) a) Before first occupation of Phase 3 of the development hereby approved, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of the first occupation of Phase 3 of the development hereby approved, the results of the monitoring and review processes shall be submitted in writing to the Local Planning Authority and any measures that are identified that can improve the effectiveness of the Framework Travel Plan shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

- 129) Prior to the first occupation of the residential dwelling within Phase 3 of the development hereby approved, an electric vehicle car parking strategy for the provision of electric car charging to the car parking spaces to be provided for Phase 3 of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority for that phase. The strategy shall include the following details:

(a) Layout and location of electric vehicle charging points;

(b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;

(c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by this permission. Any additional charging points

identified as part of that review shall be implemented within two months of approval of the annual review.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of Phase 3 and retained and maintained in situ for as long as the development remains in use.

Reason - In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

130) Prior to the commencement of any above ground works within Phase 3 of the development hereby approved, the following relating to that Phase shall be submitted to and approved in writing by the City Council as Local Planning Authority:

a. A Stage 1 and 2 Road Safety Audit (RSA); b. A scheme of highway works based on the above RSA, which shall include the following:

i) Proposed extension of Melbourne Street and reconfiguration of Owen Street including any Traffic Regulation Orders;

ii) Proposed loading bay;

iii) Proposed street tree planting;

iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;

v) Reinstatement of redundant access points as continuous footway;

vi) Provision of tactile paving and dropped kerbs at junctions serving the site;

vii) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

c) The highway works approved under part b) of this condition above shall be implemented in full in accordance with the approved details prior to any part of Phase 3 of the development first being occupied and shall be retained thereafter.

d) Prior to any part of Phase 3 of the development first being occupied, a Completion/Verification Report, which shall include photographic evidence and highway approval/completion notices (where relevant) shall be submitted to and approved in writing by the Local Planning Authority.

e) In the event of non-conformity, where the highway works have not been carried out and/or have not been carried out to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of Phase 3 of the development.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 131 Prior to the first occupation of Phase 3 of the development hereby approved, a
) Delivery and Servicing Management Strategy for the development shall be submitted to and agreed in writing by the City Council as local planning authority.

The strategy shall work to ensure that servicing/delivery/activities across all buildings are co-ordinated to ensure efficient use of the proposed loading bays and shall include full details of any highway works (including any traffic regulation orders or other traffic measures) required.

The approved strategy, including any associated mitigation works, shall be implemented in full prior to first occupation of Phase 3 of the development and shall be retained and maintained in operation thereafter.

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

- 132 a) Phase 3 of the development hereby approved shall be carried out in accordance
) with the Environmental Standards Statement by Element Sustainability dated May 2024 and the Element Sustainability Technical Note - Energy & Low Carbon Proforma dated 22.08.2025.

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

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4, EN6 and DM1 of the Core Strategy, Places for Everyone policies JP-S2 (Carbon and Energy) and JP-S3 (Heat and Energy Networks), the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

- 133 No externally mounted telecommunications equipment shall be mounted on any part
) of the development within Phase 3 of the development hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

- 134 a) Prior to the commencement of development within Phase 4, 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 Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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, development within Phase 4 shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development within Phase 4 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 Local Planning Authority. The development within Phase 4 shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development within Phase 4, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development within Phase 4.

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.

- 135) Within Phase 4 of the development hereby approved, no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council, as 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 hereby approved shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in pursuant to policies EN17 and DM1 of the Manchester Core Strategy (2012).

- 136) No development works shall take place within Phase 4 of the development hereby approved until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes: - archaeological evaluation trenching; - pending the results of the above, a targeted open-area excavation.
- b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester, policy EN3 of the Core Strategy and the National Planning Policy Framework.

- 137 a) Prior to the commencement of development within Phase 4, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phases of Phase 4 of the development. In this condition a Local Labour Proposal means a document which includes:

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

(b) Within one month prior to construction work within Phase 4 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 to and approved in writing by the City Council as Local Planning Authority.

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

- 138 (a) Three months prior to the first occupation of Phase 4 of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development. In this condition a Local Labour Proposal Framework means a document which includes:

- i. the measures proposed to recruit local people including apprenticeships;

ii. mechanisms for the implementation and delivery of the Local Labour Proposal Framework;

iii. measures to monitor and review the effectiveness of the Local labour Proposal Framework in achieving the objective of recruiting and supporting local labour objectives.

(b). Within 6 months of the first occupation of Phase 4 of the development, a Local Labour Proposal Framework which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Local Labour Proposal approved by the City Council as Local Planning Authority shall be implemented in full at all times whilst the end use(s) are 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)

- 139) Prior to the commencement of demolition within Phase 4, a detailed demolition management plan for that phase outlining working practices during demolition shall be submitted to and approved in writing by the City Council as local planning authority which for the avoidance of doubt shall include:

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Types and frequency of vehicular demands;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The demolition for that phase shall be carried out in accordance with the approved demolition management plan.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, CC5 and DM1 of the Manchester Core Strategy.

- 140) Prior to the commencement of development within Phase 4, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles.

The development of Phase 4 shall be carried out in accordance with the approved construction management plan.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, CC5 and DM1 of the Manchester Core Strategy.

- 141) Prior to the commencement of development within Phase 4, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:
- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
 - ii. drawings to illustrate details of full sized sample panels that will be produced; and
 - iii. production and approval of full sized sample panels and for a strategy for quality control management.

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

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

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

- 142) Prior to any above ground works within Phase 4, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning

Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting, including the biodiversity enhancement measures set out in Section 5 of the Bat Activity Survey at Building 1 (Gaddum House) Ref: 2022-117c dated September 2023 by ERAP;
- (v) Details of children's play space provision;
- (vi) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vii) Details of the proposed street furniture including seating, bins and lighting; and
- (viii) Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as Local Planning Authority and fully implemented in accordance with the approved programme.

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 reasonable 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, DM1, EN1, EN9 and EN15 of the Core Strategy and the NPPF.

- 143) Prior to the first occupation of Phase 4 of the development, a detailed landscape management plan for that phase shall be submitted to and approved in writing by the City Council as local planning authority. This shall include details of how the public realm and 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 of Phase 4 and remain in place for as long as that Phase of the development remains in use.

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

- 144 a. Prior to the commencement of development within Phase 4, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. b. The approved details shall then be fully implemented prior to first occupation of that Phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

- 145 Prior to the commencement of development within Phase 4, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

a) A finalised drainage layout showing all components, outfalls, levels (including proposed ground and finished floor levels in AOD) and connectivity.

b) Details of Finished Floor Levels (FFLs) set in accordance with Standing Advice, a minimum of 300mm above the estimated flood level for the 1% AEP + Climate Change allowance event. Where FFLs cannot be raised, property flood resilience (PFR) measures can be proposed. PFR measures must protect to a minimum of 600mm above the estimated flood level.

c) Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

d) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

e) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.

f) Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.

g) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

h) Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30

and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

i) A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

j) An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.

k) A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).

l) Construction details of flow control and SuDS elements.

m) A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the attenuation tanks to the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753). Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the building and tank. Details of the provision of suitable access for future maintenance are also required.

n) CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.

o) Mitigation measures to manage the risk of sewer surcharge where applicable;

p) 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.

The approved details for Phase 4 shall be implemented in full before first occupation of Phase 4.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN8 and EN14 of the Core Strategy.

- 146) No development within Phase 4 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before first occupation of Phase 4 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

a. A verification report providing photographic evidence of constructed flow control and SuDS components as per approved design drawings;

b. As-built construction drawings or confirmation that they align with the original design construction drawings;

c. 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 national policies within the NPPF and NPPG and Manchester Core Strategy policies EN8 and EN14.

- 147) No construction within Phase 4 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the Local Planning Authority.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

- 148) No development in Phase 4 shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

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

- 149 No development shall take place within Phase 4 unless and an updated
) aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 4 commences.

Reason - In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP, pursuant to Policy DM2 of the Core Strategy for the City of Manchester.

- 150 Prior to the commencement of development within Phase 4, studies with regard to
) television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 4 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either before Phase 4 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

- 151 Prior to the commencement of above ground works within Phase 4 of the
) development hereby approved a detailed strategy for the provision of accessible and adaptable dwellings (in line with M4(2)) shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and retained thereafter.

Reason - To ensure and appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012) and Places for Everyone Policy JP-H3.

- 152 a) The non-residential premises hereby approved within Phase 4 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. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.
- b) Prior to the first use/occupation of the non-residential premises within Phase 4 of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved acoustic consultant's report.
- c) In the event of any non-conformity with the approved acoustic consultant's report, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the non-residential premises within Phase 4 of the development.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

- 153 a. Prior to the commencement of development within Phase 4 (excluding demolition
) and site clearance), a scheme for acoustically insulating the proposed residential accommodation against external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority. The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAm_{ax},F by more than 15 times);

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq;

Gardens and terraces (daytime) 55 dB LAeq.

The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme.

b) Prior to the first use/occupation of the development within Phase 4, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation and ventilation scheme.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of Phase 4 of the development.

Reason - To secure a reduction in noise from external sources and in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

154 a) Prior to any above ground works within Phase 4 (excluding demolition and site clearance), either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to first occupation of Phase 4, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the uses within Phase 4 can commence.

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 policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

155 The testing of the emergency plant hereby approved within Phase 4 of the development shall be restricted to the following hours and to total no more than 6 hours a year:

Monday to Friday 09:00 to 18:00 Saturday,

Sunday and Bank Holiday - No testing to be undertaken.

Testing shall be undertaken no more than once every two months for no more than 30 minutes at a time.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

- 156) Prior to the first use of external areas to within Phase 4, a schedule of days and hours of operation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

- 157) No external areas within Phase 4 of the development hereby approved shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule to be submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;

b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;

c. Details of the proposed furniture, including any barriers;

d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night.

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

- 158) a) Prior to commencement of Phase 4 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 4 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

- 159 a) Prior to the commencement of any above ground works within Phase 4 of the development, details of the storage and disposal of refuse for the residential uses within Phase 4 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 4 of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Core Strategy for the City of Manchester.

- 160 a) Before use of each commercial unit within Phase 4 of the development commences, a scheme for the storage and disposal of refuse for that unit shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the scheme approved in part a) above shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Core Strategy for the City of Manchester.

- 161 During the operational phase of Phase 4 of the development, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

- 162 The commercial units within Phase 4 of the development hereby approved shall not be occupied unless and until the opening hours of the proposed use(s) have been agreed in writing by the City Council as local planning authority. That use(s) thereafter shall not operate outside the approved opening hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

- 163 Prior to first use of any commercial uses hereby approved within Phase 4 of the development that involve the preparation of hot food a scheme for the extraction of any fumes, vapours and odours from the premises shall be submitted to and

approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the use commences and shall remain operational thereafter.

Reason - In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to the character and appearance of the host building and the surrounding area in accordance with policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

- 164 a. External lighting within Phase 4 of the development hereby approved shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.

b. Prior to occupation of Phase 4 of the development hereby approved a verification report to validate that the work undertaken throughout Phase 4 of the development conforms to the recommendations and requirements in the scheme approved in part (a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include 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 and proposed timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

- 165 Development within Phase 4 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 03/04/23 Reference: 2023/0042/CIS/02 by Greater Manchester Police, as relevant to that Phase 4. No building within Phase 2 shall be occupied or used until the City Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation relating to that phase.

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

- 166 No part of Phase 4 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

- 167 No part of Phase 4 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

- 168 a) Before first occupation of Phase 4 of the development hereby approved, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of first occupation of Phase 4 of the development hereby approved, the results of the monitoring and review processes shall be submitted in writing to the Local Planning Authority and any measures that are identified that can improve the effectiveness of the Framework Travel Plan shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

- 169 Prior to the first occupation of the residential dwelling within Phase 4 of the development hereby approved, an electric vehicle car parking strategy for the provision of electric car charging to the car parking spaces to be provide for Phase 4 of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority for that Phase. The strategy shall include the following details:

(a) Layout and location of electric vehicle charging points;

(b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;

(c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by this permission. Any additional charging points identified as part of that review shall be implemented within two months of approval of the annual review.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of Phase 2 and retained and maintained in situ for as long as the development remains in use.

Reason - In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Core Strategy (2012) for the City of Manchester.

170) Prior to the commencement of any above ground works within Phase 4 of the development hereby approved, the following relating to that Phase shall be submitted to and approved in writing by the City Council as Local Planning Authority:

a. A Stage 1 and 2 Road Safety Audit (RSA);

b. A scheme of highway works based on the above RSA, which shall include the following:

i) Proposed extension of Melbourne Street and reconfiguration of Owen Street including any Traffic Regulation Orders;

ii) Proposed loading bay;

iii) Proposed street tree planting;

iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;

v) Reinstatement of redundant access points as continuous footway;

vi) Provision of tactile paving and dropped kerbs at junctions serving the site;

vii) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

c) The highway works approved under part b) of this condition above shall be implemented in full in accordance with the approved details prior to any part of Phase 4 of the development first being occupied and shall be retained thereafter.

d) Prior to any part of Phase 4 of the development first being occupied, a Completion/Verification Report, which shall include photographic evidence and highway approval/completion notices (where relevant) shall be submitted to and approved in writing by the Local Planning Authority.

e) In the event of non-conformity, where the highway works have not been carried out and/or have not been carried out to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of Phase 4 of the development.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 171 Prior to the first occupation of Phase 4 of the development hereby approved, a
) Delivery and Servicing Management Strategy for the development shall be submitted to and agreed in writing by the City Council as local planning authority.

The strategy shall work to ensure that servicing/delivery/activities across all buildings are co-ordinated to ensure efficient use of the proposed loading bays and shall include full details of any highway works (including any traffic regulation orders or other traffic measures) required.

The approved strategy, including any associated mitigation works, shall be implemented in full prior to first occupation of Phase 4 of the development and shall be retained and maintained in operation thereafter.

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

- 172 a) Phase 4 of the development hereby approved shall be carried out in accordance
) with the Environmental Standards Statement by Element Sustainability dated May 2024 and the Element Sustainability Technical Note - Energy & Low Carbon Proforma dated 22.08.2025.

b) A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of Phase 4 of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4, EN6 and DM1 of the Core Strategy, Places for Everyone policies JP-S2 (Carbon and Energy) and JP-S3 (Heat and Energy Networks), the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

- 173 No externally mounted telecommunications equipment shall be mounted on any part
) of the development within Phase 4 of the development hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

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

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing

properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

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

You can apply online at the following address: www.manchester.gov.uk/roads-and-transport/street-naming-and-numbering

Mining

Please see information relating to mining in Appendix A.

Date: 10 September 2026

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/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.

Appendix A - Mining Information



STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: [Mining Remediation Authority - GOV.UK](https://www.mra.gov.uk)

Standing Advice valid from 1st January 2025 until 31st December 2026