MANCHESTER CITY COUNCIL

Planning MCC <planning@manchester.gov.uk>

Fwd: 121795 - Plot L access

1 message

Sue Wills <s.wills@manchester.gov.uk> 4 March 2019 at 13:57
To: Planning MCC <planning.tst@manchester.gov.uk>

Please can the attached email and plan be uploaded to CDN/18/0673.

Many thanks
Sue Wills
Principal Planner
Development Management North
Planning
Strategic Development Directorate
Manchester City Council
Floor 6 Town Hall Extension
Albert Square
P.O.BOX 532
M60 2LA
External Tel: 0161 234 4524
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Email: s.wills@manchester.gov.uk
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---------- Forwarded message ---------
From: **Percival, Michael (UK - Manchester)** <mipercival@deloitte.co.uk>
Date: Fri, 1 Mar 2019 at 11:40
Subject: RE: 121795 - Plot L access
To: Sue Wills <s.wills@manchester.gov.uk>
Cc: planning.tst@manchester.gov.uk <planning.tst@manchester.gov.uk>, Wilson, Melissa (UK - Manchester) <meliswilson@deloitte.co.uk>

Really sorry – I got ahead of myself before noticing that the previously attached plan did not properly label the servicing yard material.

Please find the absolutely final drawing attached. List of materials for completeness as follows:

NATURAL STONE SLAB PAVING:

Yorkstone, diamond sawn, random stretcher bond, to match adopted areas. Marshalls Scoutmoor or equal and approved. Colours: greyish buff. Sizes: 600m width x random lengths 600-900mm x 65mm depth. Jointing: to engineer's detail and specification. Width: 8mm (6-10mm).

Bond: Random stretcher bond across the footway.

Cut units: lengths no smaller than 450mm.

NOTE: All yorkstone paving to adopted footpaths to be retained and reused, subject to condition. Bedding and sub base to MCC Highways standard details and specification.

NATURAL STONE SLAB PAVING:

Yorkstone, diamond sawn, herringbone bond. Whitworth by Hardscape or equal and approved.

Sizes: 100mm(W)x400mm(L)x50mm(D)

Bedding and sub base to engineers details and specification.

NOTE: S1.2* to be 40mm depth due to reduced cover over slab

CLAY PAVING:

Neland by Hardscape or equal and approved.

Sizes: 48mm(W)x200mm(L)x65mm(D)

Colour/Finish: 100% Triton UWF tumbled to all areas except for Angel Mews (upper level). Angel Mews paving to be laid in bespoke pattern (developed as part of Shudehill Mill Interpretation Project) 50% Triton UWF tumbled/ 50% Lotis UWF tumbled.

Bedding and sub base to engineers details and specification.

HOT ROLLED ASPHALT SURFACING:

To engineers details and specification.

SELF BOUND GRAVEL SURFACING:

50mm depth, Cedec self bound gravel or equal and approved. Bedding and sub base to engineers details and specification.

CONCRETE BLOCK PAVING:

Kellen Lavaro by Hardscape or equal and approved. Sizes: 100x100x80mm(D), 100x200x80mm(D), 100x300x80mm(D). Colour/finish: Grey mix, subject to further detailed design.

To be laid in variety of bonds as indicated on drawings (random stretcher / herringbone). Bedding and sub base to engineers details and specification.

ARTIFICIAL TURF SURFACING:

To central lawn within courtyard.

DECKING: To central event space within courtyard. Hardwood decking with anti-slip carborundum inserts.

Michael Percival

Senior Planner | FA - Real Estate | Deloitte LLP

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From: Percival, Michael (UK - Manchester)
Sent: 01 March 2019 11:30
To: 'Sue Wills' <s.wills@manchester.gov.uk>
Cc: 'planning.tst@manchester.gov.uk' <planning.tst@manchester.gov.uk>; Wilson, Melissa (UK - Manchester) <meliswilson@deloitte.co.uk>
Subject: RE: 121795 - Plot L access

Hi Sue,

Please find email attached from Matt Stirton with the hardworks plan and the list of materials for approval.

I trust this is now in line with what has been agreed and allows discharge of Condition 34 but let me know if you need anything else.

As I mentioned, I'll be on leave next week so please issue any decision notices to Mel in my absence and she will make sure Moda get them.

Kind regards

Mike

Michael Percival

Senior Planner | FA - Real Estate | Deloitte LLP

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From: Sue Wills <s.wills@manchester.gov.uk>
Sent: 01 March 2019 10:10
To: Percival, Michael (UK - Manchester) <mipercival@deloitte.co.uk>
Subject: Re: 121795 - Plot L access

Dear Michael

Do you have an idea when the hard landscaping plan may be ready , so I can action condition 34 on Monday.

Kind regards

On Thursday, 28 February 2019, Percival, Michael (UK - Manchester) <mipercival@deloitte.co.uk> wrote:

> Hi Sue
>
> Just to confirm, the proposed restrictions and conditions set out below.
>
> For clarification, in relation to courtyard activities these would envisage these will be based on BBQs, small market-type resident social events, rather than any form of city-wide and trip generating event from outside of Angel Gardens.
>
> Let me know if you need anything else.
>
> Kind regards
>
> Mike
>
> **Michael Percival**
>
> Senior Planner | FA - Real Estate | Deloitte LLP
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> D: +44 161 455 6672
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> mipercival@deloitte.co.uk | www.deloitterealestate.co.uk
>
> ---
>
> **From:** Wilson, Melissa (UK - Manchester) <meliswilson@deloitte.co.uk>
> **Sent:** 26 February 2019 10:00
> **To:** Percival, Michael (UK - Manchester) <mipercival@deloitte.co.uk>
> **Subject:** FW: 121795 - Plot L access
>
> **Melissa Wilson**
>
> Assistant Director | FA - Real Estate | Deloitte LLP
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> meliswilson@deloitte.co.uk | www.deloitterealestate.co.uk

From: Sue Wills <s.wills@manchester.gov.uk>
Sent: 22 February 2019 16:39
To: Wilson, Melissa (UK - Manchester) <meliswilson@deloitte.co.uk>
Subject: 121795 - Plot L access

Dear Mel,

Highways Services have suggested that if the following matters were subject to conditions , they may be prepared to withdraw their objection to the scheme.

- limited to 12 month approval - operation of the vehicle access / egress for events to be monitored and reported to MCC.
- Events will only take place once per month.
- There will be a maximum of 5 vehicles associated with each event.
- Vehicle access / egress will only be permitted outside of weekday peak network hours (07:30 - 09:00 and 16:30 - 18:00).
- At management plan for timed deliveries will be required which details how vehicle arrivals / departures will be scheduled to ensure safe access / egress to the site so that all five vehicles do not arrive at the same time . This should include a strategy that designates a holding area for vehicles to wait should the loading bay be occupied.

I would be grateful to hear your thoughts on the suggested restrictions.

Kind regards

Sue Wills

Principal Planner

Development Management North

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