MANCHESTER CITY COUNCIL

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

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Airport City LP
C/o Agent

Agent (if used)

Mr John Cooper
Deloitte LLP
2 Hardman Street
Manchester
M3 3HF

Part 1 – Particulars of the application/development

Proposal: Erection of: two 6 storey office buildings (Class B1(a) comprising 8,567 sqm of net internal floorspace in Plot E2 and 8,581 sqm of net internal floorspace in Plot E3) and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) uses only; 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses only), pedestrian and vehicular access arrangements, temporary (5 years) surface level car parking (202 spaces) and associated infrastructure works including brook diversion and landscaping

Location: Land Bounded By Enterprise Way To The North And West And The M56 To The South, Manchester

Date of application: 21 September 2018

Application number: 121323/FO/2018

Part 2 – Particulars of decision

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

Article 35 Declaration

The application has been determined in a positive and proactive manner, issues that have arisen during consideration of the application have been discussed with the applicant and resolved through provision of additional information where required.

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:

05042_E1_02_2200 Ground Level, GA Plan
05042_E1_02_2201 Level 01, GA Plan
05042_E1_02_2202 Level 02 - 07, GA Plan
05042_E1_02_2208 Level 08, GA Plan
05042_E1_04_2200 Elevations AA & CC, GA Elevations
05042_E1_04_2201 Elevations BB & DD, GA Elevations
05042_E1_05_2200 Sections AA & BB, GA Sections
05042_E1_08_2200 Typical Facade & Corner, Typical Bay Study
05042_E1_10_2200 Eastern Core Design Intent
05042_E1_10_2201 Perforated Aluminium Panels, Typical Facade Detail

05042_E2_02_2200 Ground Level, GA Plan
05042_E2_02_2201 Level 01, GA Plan
05042_E2_02_2206 Plant Level, GA Plan
05042_E2_02_2207 Roof Level, GA Plan
05042_E2_04_2200 West Elevation, GA Elevation
05042_E2_04_2201 North Elevation, GA Elevation
05042_E2_04_2202 East Elevation, GA Elevation
05042_E2_04_2203 South Elevation, GA Elevation
05042_E2_05_2200 Section AA, GA Section
05042_E2_05_2201 Section BB, GA Section
05042_E2_08_2200 E2 & E3 Typical Bay Study

05042_E3_02_2200 Ground Level, GA Plan
05042_E3_02_2201 Level 01, GA Plan
05042_E3_02_2206 Plant Level, GA Plan
05042_E3_02_2207 Roof Level, GA Plan
05042_E3_04_2200 West Elevation, GA Elevation
05042_E3_04_2201 North Elevation, GA Elevation
05042_E3_04_2202 East Elevation, GA Elevation
05042_E3_04_2203 South Elevation, GA Elevation
05042_E3_05_2200 Section AA, GA Section
05042_E3_05_2201 Section BB, GA Section

05042_BR_02_2200 Bridge Extension Ground Level & Level 01
05042_BR_04_2200 Bridge Extension Elevations & Sections

Landscape drawings prepared by Planit.
PL1583.1-000
PL1583.1-100
PL1583.1-100-07
PL1583.1-101
PL1583.1-200
PL1583.1-300
PL1583.1-400
PL1583.1-401
PL1583.1-402
PL1583_ID_001_02
PL1583_ID_006_00

Design and Access Statement including Waste Management Strategy prepared by 5Plus Architects
Air Quality Assessment prepared by Aecom
Environmental Standards Statement and Energy Statement - prepared by Arup
Flood Risk and Drainage Strategy - prepared by RoC
Framework Travel Plan prepared by Aecom
Ground Conditions prepared by RoC
Lighting Strategy prepared by Arup
Noise Assessment prepared by Arup
Report on Wind Issues prepared by Urban Microclimate
Transport Statement prepared by Aecom
TV Reception Survey prepared by Pager Power
Ventilation Strategy prepared by Arup

All received by the local planning authority on the 20th September 2018

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 building identified as E1 on the approved drawings shall not exceed the heights specified on the approved drawings that height being 101.77m AOD.

Reason - To ensure the development does not exceed the parameters disclosed in the planning application and in the interests of the safe operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

4) The development hereby approved relates to:
- One 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses known as E1
- One 6 storey office buildings Use Class B1(a) comprising 8,567 sqm of net internal floorspace and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) known as Plot E2
- One 6 storey office building Use Class B1 (a) comprising 8,581 sqm of net internal floorspace and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) known as Plot E3

Reason - For the avoidance of doubt and to ensure the development does not exceed the parameters disclosed in the planning application.

5) No development shall take place until a Glint and Glare Assessment has been carried out and submitted to the City Council as local planning authority. If the results of the assessment indicate the development would create a hazard to the safe operation at Manchester Airport the development shall not commence unless and until mitigation measures are submitted and approved in writing by the City Council as local planning authority. The development shall be subsequently carried out in accordance with the agreed mitigation measures details.

Reason- To ensure the safe operation of Manchester Airport to ensure the development does not create an ocular hazard pursuant to policy DM2 of the Core Strategy.

6) No development, including site clearance works on each phase of development shall commence unless and until a comprehensive construction management plan has been

submitted to and approved in writing by the City Council as local planning authority. The Construction Management Plan shall include:
- Hours of working;
- Details of wheel washing;
- Dust suppression measures and measures to prevent smoke;
- Compound locations;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Measures to reduce surface water runoff and sediment transportation into the diverted/culverted watercourse.
- Details of any noise mitigation measures required during construction works;
- Details of earthworks, including soil stripping, movement and any soil storage (areas, volumes and locations);
- A crane plan including positions and heights;
- A community consultation strategy which includes how and when Manchester Airport Wildlife Team, local businesses and residents will be consulted on matters such as out of hours works;
- The control of ponding; and,
- The response to any bird hazard issues that might arise from construction works.

Reason - In the interests of amenity, highway safety and that Manchester Airport's Obstacle Limitation Surfaces & the NATS VOR/DME are protected to ensure the safe operation of aircraft at Manchester Airport pursuant to policy DM1 and DM2 of the Core Strategy.

7) No removal of, or works to, any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July 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 should be submitted to the local planning authority.

Reasons - All nesting birds, their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

8) No development shall commence within any phase of development until 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 that phase of development has been submitted to and approved in writing by the City Council as local planning authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development of that phase shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) as relevant to that phase of development has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal as relevant to each phase of development shall be carried out as relevant to that phase, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or

Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority

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 policy EN18 of the Core Strategy

9) Prior to commencement of the development hereby approved or any phase thereof, a local labour agreement addressing initiatives to employ people in the construction of the development, in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The Local Labour Agreement will confirm and implement, the principles and approach to recruitment of workers from the local labour pool, and shall include a monitoring framework which will provide information on numbers of local people engaged in employment to the City Council as local planning authority for the first 12 months and thereafter on an agreed basis. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policy SP1, EC1 and EC11 of the Core Strategy Development Plan Document

10) Prior to the installation of any surface water drainage system on the site including any works to divert or culvert the onsite watercourse, full details including drawings of a surface water drainage scheme designed 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 Local Planning Authority.

The submitted scheme shall include:-
- Details of the submitted consent for the diversion of watercourses.
- full details of the watercourse low flow channel.
- Flood risk assessment of the watercourse including flood risk modelling for 1 in 100 with allowance of climate change and blockage analysis.
- Surface water management:
-Maximising use of proposed green spaces to manage surface water runoff on site including potential use of porous pavements to convey water to these green areas;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the overland Airport City North Drainage Strategy;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculations need to be provided;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Construction details of flow control and SuDS attenuation elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy EN18 of the Core Strategy.

12) Within three months of the commencement of development (or phase thereof) a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Core Strategy.

13) Prior to the first occupation of building E2 as identified on the approved drawings a layout plan of the proposed temporary car parking spaces including the surface treatment to the car parking area and pedestrian routes between the car park and building E2 shall be submitted to and approved in writing to the City Council as local planning authority. The temporary car parking shall subsequently be made available prior to the first occupation of E2 for a period of five years.

Reason - To ensure that adequate car parking is in place for the initial phase of development and prior to the completion of the permanent car parking proposed as part of the development pursuant to policy DM1 of the Core Strategy.

14) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of any sustainable drainage scheme and culverted/diverted watercourse approved under condition 10 of this planning approval have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.
Those details shall include:
- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policy EN14 of the Core Strategy.

15) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

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

16) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

17) Prior to the first occupation of the buildings E2 and E3 and the commercial unit within E1 hereby approved, a Local Labour Agreement that outlines the approach to local recruitment for the end use in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The Local Labour Agreement will confirm and implement, the principles and approach to recruitment of workers from the local labour pool, and shall include a monitoring framework which will provide information on numbers of local people engaged in employment to the City Council as local planning authority for the first 12 months and thereafter on an agreed basis. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and EC11 of the Manchester Core Strategy (2012).

18) Prior to the first occupation of the hereby approved development a detailed Travel Plan based upon the principles set out within the Outline Travel Plan within the Transport Statement prepared by AECOM dated August 2018 version 3.0, shall be submitted to and approved in writing by the City Council as local planning authority. In this condition a Travel Plan means a document which includes:
i) the measures proposed to be taken to reduce dependency on the private car by those residing, attending or employed in the development;
ii) a commitment to surveying the travel patterns of staff and residents during the first three months of use of the development and thereafter from time to time;
iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
iv) measures for the delivery of specified travel plan services;
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first occupation of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development and each subsequent phase of development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

19) Each phase of development identified on the approved phasing plan shall not progress above ground floor slab level unless and until samples and specifications of all materials to be used on all external elevations of that phase of development have been submitted to and approved in writing by the City Council as local planning authority.

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

20) Within three months of the commencement of development, full technical details of the vehicular access from Enterprise Way and internal access roads including associated footways shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

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

21) The storage (including segregated waste recycling) and disposal of refuse for buildings E2 and E3 (office accommodation) as contained within Waste Management Strategy received by the City Council as local planning authority on the 20th September 2018 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health pursuant to policy DM1 of the Core Strategy.

22) Prior to the first occupation of the commercial units within building E1, E2 and E3 as identified on the approved drawings full details of the storage (including segregated waste recycling) and disposal of refuse for the development shall be submitted and approved by the City Council as local planning authority. The approved details shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health pursuant to policy DM1 of the Core Strategy.

23) The approved landscaping scheme as set out on approved landscape drawings and details prepared by Planit as received by the City Council as local planning authority on the 20th September 2018 shall be implemented in accordance with the landscape phasing plan (reference: PL1583.1-000) and no later than 12 months from the date of the completion of the relevant phase of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in

the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

24) No part of the development shall be occupied until space and facilities for bicycle parking and associated changing facilities have been submitted to and approved in writing by the City Council as local planning authority. The approved space 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 mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

25) The Multi Storey Car Park (building E1) as identified on the approved drawings shall be operational and made available for the use of the occupiers of the office building and prior to the first occupation of building E3. The car park shall then be made available at all times whilst the site is occupied.

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

26) The development (or part phase thereof) hereby approved shall be implemented in accordance with the measures as set out within the Environmental Standards Statement prepared by Arup as received by the City Council as local planning authority on 20th September 2018. Within 3 months of the completion of the construction of the relevant phase of development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming which measures have been incorporated within the development to achieve the expected building performance, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.'

27) The development (or phase thereof) hereby approved shall not be occupied or used until written confirmation of a secure by design accreditation has been submitted to the local authority.

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

28) No ground floor unit within the development hereby approved and to be used for A1,A2,A3,A4,A5 and D1 (excluding places of worship) uses, shall be occupied until the permitted hours of operation for that unit have been submitted to and agreed in writing by the City Council as Local Planning Authority. The uses approved pursuant to this application shall only operate within the hours as agreed under this condition.

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

29) The first use of each of the ground floor commercial units as identified on the approved drawings to be implemented shall thereafter be the permitted use of that unit.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development pursuant to Policy DM1 of the Core Strategy.

30) All lighting to be installed at the development shall be designed to be capped below the horizon in accordance with BS:5489- 1 with soft and low luminance and lux levels.

Reason- To ensure the safe operation of Manchester Airport pursuant to policy DM2 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:
http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Cranes, whilst they are temporary, can be a hazard to air safety. The developer or crane operator must therefore contact Manchester Airport's Control of Works Office using the details provided below, at least 21 days in advance of intending to erect a crane or other tall construction equipment on the site. This is to obtain a Tall Equipment Permit and to ascertain if any operating restrictions would be required. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with.
Email: control-of-works@magairports.com Tel: 0161 489 6114

In order to discharge the acoustic insulation of the premises condition attached to this planning approval the following information will be required.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB 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, respectively.

In order to discharge condition 5 of this consent the applicant should consult with the Manchester Airport Aerodrome Safeguarding office the extent of the required Glint and Glare assessment prior to its submission to the City Council as local planning authority to discharge the condition.

In order to discharge condition 12 from this approval the following information should be provided:
Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

Date: 20 December 2018

Signed: 

Julie Roscoe
Head 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-inspectorate. The Inspectorate will publish details of your appeal on the internet.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

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.

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 of 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.