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 of £97 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 (Listed Building & Conservation Area) Act 1990 (as amended)

Planning Permission

Applicant

Deansgate Cronus Ltd
C/o Agent

Agent (if used)

Mr Richard Lloyd
Eversheds
Eversheds House
70 Gt Bridgewater Street
Manchester
M1 5ES

Part 1 – Particulars of the application/development

Proposal: Extension of time limit on planning permission 088133/FO/2008/C1 for demolition of existing buildings and re-development of site to construct four buildings varying in height from: ground plus 10 storeys; to ground plus 35 storeys incorporating 248 residential units (Class C3) : a hotel (Class C1); offices (Class B1); retail (Class A1); financial and professional (Class A2); restaurant and cafe (Class A3); drinking establishment (Class A4); hot food take away (Class A5); and 599 basement car parking spaces set within fully accessible public realm including new public open spaces; new pedestrian connections and new riverside walkways and spaces: together with related highways, access and servicing works, landscaping and associated works.

Location: Land Bounded By Blackfriars Street/ Victoria Bridge Street / Deansgate And The River Irwell, Manchester, M3 2EQ

Date of application: 6 February 2013

Application number: 101119/REP/2012/C1

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 31 Declaration

City Council officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. Officers held pre-application discussions with the applicant to establish the in-principle acceptability of the proposed extension of time development and establish the likelihood of the scheme's deliverability within a particular timescale.

Reason(s) for decision

Planning application ref no 101119/REP/2012/C1 is approved having regard to and having taken into account the environmental information submitted as part of the Environmental Impact Assessment, which has been duly considered and, where appropriate, mitigation measures included within the proposals, and on the basis that the proposal, subject to the conditions listed below, is in accordance with the following: the City of Manchester Core Strategy Policies SP1 (Spatial Principles), EC1 (Employment and Economic Growth in Manchester), CC1 (Primary Economic Development Focus: City Centre and Fringe), CC4 (Visitors, Tourism, Culture and Leisure), CC5 (Transport), CC6 (High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC10 (A Place for Everyone), H1 (Overall Housing Provision), T1 (Sustainable Transport), T2 (Accessible areas of Opportunity and need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN 18 (Contaminated Land and Ground Stability), DM1(Development Management) and DM2 (Aerodrome Safeguarding); and saved Policies DC18.1 (Conservation Areas), DC19.1 (Listed Buildings) and DC26 (Development and Noise) of the City of Manchester Unitary Development Plan, in that the development would encourage regeneration within the Regional Centre; would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development; would be consistent with the Manchester City Centre Strategic Plan having regard to the character, issues and strategy for this area; would provide good access to sustainable transport provision; would maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment; would have a good quality design, resulting in a landmark development that would enhance the character of the area and the overall image of Manchester on a major radial route, responding positively in design terms at street level, creating a well designed place that would both enhance and create character, re-use previously developed land, improve access to jobs, reduce the need to travel, support the City's economic performance and, by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities creating inclusive sustainable communities; would maximise the promotion of walking, cycling and public transport use; would create a significant number of new jobs in appropriate sectors, which would in turn contribute to economic growth; would have regard to the character of the surrounding area and in design terms would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area and the reduction of opportunities for crime; would be in a location considered as suitable for such schemes as well as for high density buildings; would provide a range of uses to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre; would contribute to the quality of the City Centre residential/hotel offer as well as improving the infrastructure to accommodate visitors; would improve pedestrian safety; would improve the adjacent public realm and due to its location contribute to improving air quality by being accessible by a variety of modes of transport; would maximise the efficient use of land; would contribute to the City Centre's role in terms of employment and improve its accessibility and legibility; would have a high standard of design appropriate to the City Centre context and character; would provide a range of uses and accommodation thereby appealing to a wide range of residents; would provide new housing of a type considered suitable for the City Centre, which would contribute to creating a mixed community within the area; would have an overall design that would minimise flood risk; would have a low risk of residual flooding; would create opportunities to enhance and create new biodiversity on-

site; would be highly accessible by all forms of public transport thereby reducing reliance on cars and minimising emissions from traffic generated by the development; would not have an adverse impact on water quality; would minimise surface water run-off and ground water contamination; would have an acceptable impact with relation to contaminated land and ground stability; would not have any adverse impact on the amenity of occupiers of adjacent buildings; would increase natural surveillance, which in turn would reduce opportunities for crime and disorder related issues; would maintain the character and appearance of nearby conservation areas; would not have a detrimental impact on the settings of any listed buildings; and would not impede the safeguarding of Manchester Airport.

Condition(s) attached to this decision

1) The development must be begun not later than the expiration of 12 months beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1991 and permission for the redevelopment of this site has been in place for four years already and it is considered that the continuing failure to implement the permission is inhibiting the regeneration of and environmental improvements to this site, which is an aim of policies SP1 and CC1 contained within the Core Strategy.

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

Ian Simpson Architects drawings ref. MP-A-G100-XP-00; MP-A-G200-XP-00; MP-A-G200-P-00; MP-A-G200-P-01; MP-A-G200-P-02; MP-A-G200-P-03; MP-A-G200-P-04; MP-A-G200-P-06; MP-A-G200-P-PL; MP-A-G200-P-RF; B1-A-G200-S-RF; B2-A-G200-S-RF; MP-A-G200-P-B1; MP-A-G200-P-B2; MP-A-G200-P-B3; MP-A-G200-P-B4; MP-A-G200-P-B6; MP-A-G100-E-AA; MP-A-G100-E-BB; MP-A-G100-E-CC; MP-A-G200-E-AA; MP-A-G200-E-BB; MP-A-G200-E-CC; MP-A-G200-E-DD; B1-A-G251-E-AL; B2-A-G251-E-AL; B3-A-G251-E-AL; B4-A-G251-E-AL; MP-A-G251-E-AL-001; MP-A-G251-E-002; MP-A-G251-E-003; MP-A-G200-S-AA; MP-A-G200-S-BB; MP-A-G200-S-CC; MP-A-G200-S-DD; MP-A-G200-S-EE; MP-A-Z200-3-AL-01; MP-A-Z200-3-AL-02; MP-A-Z200-3-AL-03; MP-A-Z200-3-AL-04; MP-A-Z100- 001; MP-A-Z100- 002.

Tall Building Statement prepared by Drivers Jonas, Ian Simpson Architects, Heritage Architecture Limited and Planit IE, dated November 2008;

Design and Access Statement prepared by Drivers Jonas, Planit IE, KM Heritage and Ian Simpson Architects, dated November 2008;

Landscape Strategy prepared by Planit IE, dated November 2008;

Crime Impact Statement prepared by Greater Manchester Police Architectural Liaison Unit;

Environmental Statement (Volume 1) and associated technical appendices (Volume 2) and the Non-Technical Summary (Volume 3) prepared by Drivers Jonas, Ian Simpson Architects, KM Heritage, Planit IE, BLDA, Chris Burnett Associates and WSP Development and Transportation.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies of the Manchester Unitary Development Plan and RSS.

3) The development hereby approved shall be developed in accordance with the phasing plan submitted in the Environmental Statement (Figure 4.16).

Reason - To ensure that the development is carried out in accordance with the approved plans and in the interests of ensuring that interests of amenity are protected, pursuant to policy DM1 of the Manchester Core Strategy.

4) No development of a phase of the development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on external elevations of that relevant phase have been submitted to and approved in writing by the City Council as local planning authority unless otherwise agreed in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed 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 as specified in policy DM1 of the Manchester Core Strategy.

5) The relevant phase of the development shall not be occupied unless accreditation, confirming achievement of the Secured by Design standards in respect of that relevant phase has been issued by Greater Manchester Police (adopting reasonable endeavours).

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

6) The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept in accordance with a Construction Management plan submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - To ensure that the development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policies SP1 and DM1 of Core Strategy.

7) a) Before the development hereby approved commences, a Preliminary Risk Assessment (PRA) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

The PRA shall be prepared by a suitably qualified person whose competence to carry out the PRA has been approved in writing by the City Council as local planning authority (an "Expert").

In the event the PRA identifies risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site (the Site Investigation Proposal Scheme, or

SIPS) 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 SIPS shall be carried out, by an Expert before development commences unless otherwise agreed with the City Council as local planning authority and the Expert shall prepare a report outlining what measures, if any, are required to remediate the land (the Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

b) 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 Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before that phase is occupied, then any phase of the development shall cease and/or the development shall not be occupied until, an Expert has prepared a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority and the development of that phase shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

8) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of all external areas during the period between dusk and dawn. Full details of such a scheme for each phase shall be submitted to and approved in writing by the City Council as local planning authority before that phase of the development completes. The approved scheme shall be implemented in full before the development of that phase is first occupied.

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

9) No development of a phase of the development that is hereby approved shall commence unless and until samples and specifications of all landscape materials to be used on external surfaces of that relevant phase have been submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials. The approved scheme shall be implemented for each phase not later than 12 months from the date the buildings in that phase are first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policies EN9 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development.

10) The development hereby approved is for:

248 Apartments
Hotel comprising - 250 guest rooms, 5 meeting rooms, restaurant and a 600 sq.m. ball room.
Office 1 - comprising 12, 911 sq m.
Office 2 - comprising 12, 859 sq m.
5,732 sq m gross of retailing.
Car parking for 599 spaces.
Cycle parking.

Reason: For the avoidance of doubt and to ensure the development is carried out in accordance with the approved plans pursuant to policies contained within the Unitary Development Plan for the City of Manchester, the Guide to Development 2 (SPG), RSS and Planning Policy Guidance.

11) The development hereby approved shall not commence unless and until a Construction Management Plan, including a Site Waste Management Plan, has been submitted to and approved in writing by the City Council as local planning authority. The strategy shall include details on the timing of construction of scaffolding, the lighting and operation of cranes during construction, and a Human Impact Management Plan.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

12) The development hereby approved shall seek to achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent' and at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature unless otherwise agreed in writing by the City Council as local planning authority. A post construction review certificate for each phase shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings of that phase hereby approved are first occupied.

Reason: In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

13) The scheme for the storage and disposal of refuse shown in the WSP Waste Management & Minimisation Strategy report dated October 2009 shall be implemented as part of each phase 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.

14) The permitted hours of opening of the retail units (Classes A1, A2, A3, A4 and A5) hereby approved are to be agreed with the City Council as local planning authority prior to occupation.

Reason: In order that the local planning authority can action the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the area, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

15) The uses of each phase hereby approved shall not commence unless and until a servicing strategy of that relevant phase, including a schedule of loading and unloading times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

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.

16) Before each phase of development is brought into use a scheme for the extraction of any fumes, vapours and odours from any kitchen areas within that relevant phase hereby approved shall be submitted to and approved in writing by the City Council unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of the amenity of occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

17) Details of a Green Travel Plan Strategy, implementation and monitoring of 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 developer and occupants of the site will adopt to secure the objectives of the overall site's Green Travel Plan Strategy. 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. 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 Green Travel Plan Strategy shall be adopted and implemented.

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policy T1 of the Core Strategy for the City of Manchester

18) Before the development of any phase hereby approved is completed a shop front and signage design strategy for the commercial units of that phase shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Unitary Development Plan for the City of Manchester and the Guide to Development 2 (SPG)

19) Before the development of any phase hereby approved is completed, a paving and surfacing strategy for the public footpaths, riverside walkway, vehicular crossings, and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before that relevant phase of the development hereby approved is first occupied.

Reason: In the interests of amenity and to ensure that paving materials are consistent wit the use of these areas as pedestrian routes, pursuant to Policy DM1 of the Core Strategy and the Guide to Development 2 (SPG)

20) Studies containing the following 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:

a) Measure the existing television signal reception within the potential impact area, as defined in the submitted Environmental Impact Statement, 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 the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development 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 (a) above unless otherwise agreed in writing with the City Council as local planning authority.

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 effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception pursuant to policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

21) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason: In the interest of visual amenity and pursuant to policy DM1 of the Core Strategy for the City of Manchester.

22) No development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

(a) A desk based archaeological assessment of the site;

(b) A scheme for digging archaeological trial trenches on site (including timetables and particulars of the persons supervising the digging);

(c) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof (including timetables and particulars of the persons who will carry out said tasks). The schemes approved under (b) and (c) above shall be implemented in accordance with the timetables contained therein and no development which might affect any such find shall take place on site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as local planning authority

Reason: To ensure that a record, including drawn, written and photographic information as necessary is kept of any archaeological discoveries made, pursuant to saved policy

DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

23) The residential units hereby approved shall only be used 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 of the Town and Country Planning (use classes) Order 1995, 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 policy DM1 of the Core Strategy and to ensure permanent retention of the accommodation for normal residential purposes.

24) The consent hereby granted is for a development that has full access into and throughout all areas of the buildings and public realm for members of the public, including those whose mobility is impaired. The development shall therefore only be carried out in accordance with the approved design and access statement.

Reason: For the avoidance of doubt and so as to provide direct access for all, pursuant to policies CC10 and DM1 of the Core Strategy for the City of Manchester and Guide to Development 2 (SPG).

25) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interests of local amenity, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

26) Before the development hereby approved commences, or any phase part of, a Management and Maintenance plan for the associated public realm and landscaping areas comprised within that phase of the development shall be submitted to and approved in writing by the City Council as local planning authority unless otherwise agreed in writing by the City Council as local planning authority. Details agreed by virtue of the Management and Maintenance Plan shall become operational as the approved development or phase part of is implemented.

Reason: To ensure the quality of these areas, hereby approved, is maintained and in the interests of the amenity of the area pursuant to policies EN9 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development 2 (SPG).

27) Before the development or phase part of commences, details of the extent of the public carriageway (ie width) required to facilitate the delivery of that phase of the development shall be submitted and approved in writing by the City Council as local planning authority, unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interests of the amenity of the area pursuant to policy DM1 of the Core Strategy for the City of Manchester and the Guide to Development 2 (SPG).

28) Before the development hereby approved commences, a scheme for the provision of obstacle lighting that meets the CAA Directorate of Airspace policy guidance regarding the need for avaition warning lights on tall structures shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full within a timescale to be agreed in writing by the City Council as local planning authority.

Reason - To ensure the safe operation of aircraft, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

29) Before any use hereby approved commences, 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.

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.

30) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside of the building.

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

31) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from Blackfriars Street, Deansgate and Victoria Bridge Street in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

32) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 equipment.

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

33) Before the development hereby approved commences a scheme for limiting the surface water run-off generated by the 1 in 2 year critical storm so that it will not exceed (and where possible reduce) the run-off from the undeveloped site and not increase the risk of flooding off-site.

Reason - To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, pursuant to policy EN14 of the Core Strategy for the City of Manchester.

34) Before the development hereby approved commences details for the identification and provision of safe route(s) into and out of the site to an appropriate safe haven shall be submitted to and approved by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure safe access and egress from and to the site, pursuant to Policy DM1 of the Core Strategy for the City of Manchester.

35) The finished floor levels of habitable areas of the development hereby approved (ie excluding car parks) and minimum levels of access ramps to underground car parks and storage areas shall be set no lower than 27.3 metres above Ordnance Datum (AOD).

Reason - To reduce the risk of flooding to the proposed development and future occupants, pursuant to Policy DM1 of the Core Strategy for the City of Manchester.

Informatives

This permission does not grant approval under Building Regulations.

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

Should any cranes or tall construction equipment be required during the construction process, a crane permit will need to be obtained from Manchester Airport and a separate assessment of crane operations will be necessary. Cranes, whilst they are temporary, can be a hazard to air safety. Therefore, the developer or crane operator must notify Manchester Airport Airfield Operations at least one month in advance of requiring erecting or using a crane or tall construction equipment. Should the apparatus not conflict with any aerodrome safeguarding criteria, it would then be issued with a Manchester Airport Crane Permit.

If the development is to involve noisy construction works for a prolonged period the applicant is requested to contact Environmental Health (Public Protection Team) to discuss the nature of the construction phase. The reasoning behind this is to establich a site contact and discuss appropriate working times etc.
Contact: Manchester City Council, Environmental Health, Hammerstone Road, Gorton, Manchester, M18 8EQ Tel: 0161 234 5004, email: contact@manchester.gov.uk

The applicant should be aware that under the Licensing Act 2003 the carrying on of a licensable activity (this includes the provision of late night refreshment between 23:00 - 05:00, supply of alcohol, music, dancing, plays, films and indoor sporting events) on or from premises requires a premises licence from Manchester City Council as Licensing Authority. Information regarding premises licence can be obtained from:
The Licensing Unit, Manchester City Council, Hammerstone Road, Gorton, Manchester, M18 8EQ. Tel: 0161 234 5004 or email: premises.licensing@manchester.gov.uk

Date: 3 April 2013

Signed: 

Julie Roscoe
Head of Planning
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, he may appeal to the First 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 Appeals area of the Planning Portal www.planningportal.gov.uk/pcs. The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal).

This may include a copy of the original planning application form and any supporting documents supplied to the local planning authority. By you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information, that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission. More detailed information about data protection and privacy matters is available on the Planning Portal.

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 First Secretary of State has power to allow a longer period for the giving of a notice of appeal but he 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 First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he 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 First Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix A – Standing Advice Regarding Coalfield Area

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Such hazards may currently exist, be caused as a result of the proposed development, or occur at some time in the future. These hazards include:

- Collapse of shallow coal mine workings.
- Collapse of, or risk of entry into, mine entries (shafts and adits).
- Gas emissions from coal mines including methane and carbon dioxide.
- Spontaneous combustion or ignition of coal which may lead to underground heatings and production of carbon monoxide.
- Transmission of gases into adjacent properties from underground sources through ground fractures.
- Coal mining subsidence.
- Water emissions from coal mine workings.

Applicants must take account of these hazards which could affect stability, health & safety, or cause adverse environmental impacts during the carrying out their proposals and must seek specialist advice where required. Additional hazards or stability issues may arise from development on or adjacent to restored opencast sites or quarries and former colliery spoil tips.

Potential hazards or impacts may not necessarily be confined to the development site, and Applicants must take advice and introduce appropriate measures to address risks both within and beyond the development site. As an example the stabilisation of shallow coal workings by grouting may affect, block or divert underground pathways for water or gas.

In coal mining areas there is the potential for existing property and new development to be affected by mine gases, and this must be considered by each developer. Gas prevention measures must be adopted during construction where there is such a risk. The investigation of sites through drilling alone has the potential to displace underground gases or in certain situations may create carbon monoxide where air flush drilling is adopted.

Any intrusive activities which intersect, disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) require the prior written permission of the Coal Authority. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes.
Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action. In the interests of public safety the Coal Authority is concerned that risks specific to the nature of coal and coal mine workings are identified and mitigated.

The above advice applies to the site of your proposal and the surrounding vicinity. You must obtain property specific summary information on any past, current and proposed surface and underground coal mining activity, and other ground stability information in order to make an assessment of the risks. This can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com