MANCHESTER
CITY COUNCIL

IMPORTANT

Planning Permission and 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 required to protect trees.
- Some conditions will require action before you start the development and it is imperative that you seek to have these discharged before any work commences.
- 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 £85 is payable for each request to discharge conditions.
- For advice on any of these matters, please contact the Planning Service, Manchester City Council, PO Box 463, Manchester M60 3NY or email planning@manchester.gov.uk

Town and Country Planning Act 1990

PLANNING PERMISSION

MANCHESTER CITY COUNCIL

Name and Address of Applicant	Name and Address of Agent
	Mrs Michele Steel
Ask/goodman developments (uk) Limited	Drivers Jonas
C/o Agent	5 New York Street Manchester M1 4JB

Part I – Particulars of Application

Date of Application	Application ref. no.
4 August 2009	090965/FO/2009/N1

Particulars and location of development:

Proposed erection of a part single, part three and part four storey building with additional plant on the roof to provide the divisional headquarters for Greater Manchester Police (sui generis) with associated car parking, new vehicular access points onto Northampton Road and landscaping

Plots 3 And Part Of Plot 2
Central Park
Northampton Road
Manchester
M40 5BP

Part II – Particulars of Decision

The Manchester City Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 of the following decision

Decision Approved

It is considered that the proposal will generally accord with the policies contained within the Development Plan, specifically the Unitary Development Policies EM1, EM2, EM5, DC9, DC16, I1.1, I1.6, I1.12, I2.1, I3.1, E1.5, E3.3, E3.5, T1.8, T2.6, T3.1, T3.7 and R1 and the principles set out in the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance 13 (PPG13), Planning Policy Statement 23 (PPS23), Planning Policy Statement 25 (PPS25), and the North West of England Plan - Regional Spatial Strategy to 2021) in that the development would provide a high quality and sustainable new police station and office space for Greater Manchester Police, improve the commercial facilities within the Central Park estate and develop a currently

vacant plot, will generate more local employment through the relocation of existing facilities, there would not be any significant impacts on the residential amenities of nearby occupiers; and generally the proposal would provide a very good quality building within the Central Park business area and close to a major radial route to the benefit of the wider surrounding community allowing the continuing regeneration of the locality.

Date of Decision 15 October 2009

for the carrying out of development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:

Part III – Conditions and Reasons

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 unless otherwise agreed in writing by the City Council as Local Planning Authority:

The application forms, the drawings numbered PL(0)001 Red Edge Location Plan, EX(0)001, PL(0)003, PL(0)004, PL(0)005, PL(0)006, PL(0)007, PL(0)008, PL(0)009, PL(0)010, PL(0)011, PL(0)012, PL(0)013, PL(0)018, PL1027.L.02/Rev C, PL1027.L.11/Rev C and PL1027.L.12/Rev C, PL1027.D.100/RevA, the Crime Impact Statement, the 'Environmental Noise Constraints Revision A Report 31st July 2009' and the Environmental Noise and Vibration Isolation Design Report Revision C 31st July 2009' completed by Norman Disney and Young, the Geo-Environmental Site Investigation and Generic Quantitative Risk Assessment completed by Shepherd Gilmour Infrastructure Ltd., the Flood Risk Assessment prepared by Shepherd Gilmour Infrastructure Ltd. Ref C847/SBS/jt/S0319 dated 21 July 2009, the Transport Statement completed by Waterman Boreham Transport Planning, the Framework Travel Plan completed by Waterman Boreham Transport Planning, the Norman Disney and Young 'Environmental Standards' report dated 30th July 2009, the BREEAM pre-assessment report and the 'Energy Strategy' report dated 30th July 2009, and the Air Quality Assessment by Drivers Jonas 31st July 2009, stamped as received by the Local Planning Authority on the 4th August 2009, the Design and Access Statement A.R.MAN.2007.0349.002DAS01A August 2009 and the drawing numbered PL(0)002, stamped as received by the Local Planning Authority on the 7th August 2009, and the amended landscape drawings numbered PL1027.L.01/Rev E and PL1027.L.03/Rev D, stamped as received by the Local Planning Authority on the 2nd October 2009.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies EM1, EM2, EM5, DC9, DC16, I1.1, I1.6, I1.12, I2.1, I3.1, E1.5, E1.6, E2.6, E3.3, E3.5, T1.8, T2.4, T2.6, T3.1, T3.7 and R1 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance 13

(PPG13), Planning Policy Statement 23 (PPS23), Planning Policy Statement 25 (PPS25), and the North West of England Plan - Regional Spatial Strategy to 2021).

3) The development that is hereby approved shall be constructed using the following specifications of materials: Curtain wall cruciform in Schucco FW60 with natural anodised aluminium finish, Saint Gobain clear double glazed units with SKN174 solar coating, Saint Gobain opaque double glazed units with Emalit Polar white internal coating, Reglit case wired doubled glazed system with sandblasted and clear finished panels with security film to be applied to internal face 3 and at ground and first floor, natural anodised aluminium finish as curtain wall cap sample to all external flashings and pre-cast concrete cladding of Spanish Dolomite aggregate in light acid etch Ref SC250. The development shall be constructed only using the approved materials, unless otherwise agreed in writing by the City Council as Local Planning Authority.

The samples and specifications of any other materials to be used on the external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the development. The development shall then 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 within which the site is located, as specified in policies EM1, EM2, EM5, I3.1, H2.2, E1.5, E3.3, E3.5 and R1 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021).

4) The development hereby approved shall be implemented in full accordance with the Waste Management Strategy outlined in Section 8.0 and Appendix 1 of the Design and Access Statement submitted to the Local Planning Authority on the 7th August 2009, which includes a scheme for the disposal of refuse including segregated waste for recycling. The details of this approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. Any changes to the approved Waste Management Strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of amenity and public health, pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021).

5) The development hereby approved shall be operated in strict accordance with the scheme for the acoustic insulation of the building, mechanical plant, and externally mounted equipment and the ventilation of the building, included in the 'Environmental Noise Constraints Revision A Report 31st July 2009' and the Environmental Noise and Vibration Isolation Design Report Revision C 31st July 2009' completed by Norman Disney and Young, submitted to the Local

Planning Authority on the 4th August 2009. The approved schemes shall be fully implemented and shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In the interests of the amenities of the occupiers of nearby properties in order to comply with Policies EM1, EM2, EM5, E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 23 (PPS23), and the North West of England Plan - Regional Spatial Strategy to 2021).

6) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the drawings numbered PL1027.L.02/Rev C, PL1027.L.11/Rev C and PL1027.L.12/Rev C received on the 7th August 2009 and amended drawings numbered PL1027.L.01/Rev E and PL1027.L.03/Rev D received on the 2nd October 2009, shall be commenced within three months of the completion of construction works on site, and shall be finally completed in accordance with a timescale to be agreed in writing with the City Council as Local Planning Authority. 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, unless otherwise agreed in writing by the City Council as local planning authority.

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 EM1, EM2, EM5, DC16, I3.1, H2.2, E1.5, E3.3, E3.5 and R1 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021).

7) Prior to the commencement of any landscaping works hereby approved, a fully detailed Landscape Management and Maintenance Plan must be submitted and approved in writing by the Local Planning Authority. The management and maintenance of the landscaping at the site shall be fully implemented in accordance with the approved plan, unless otherwise agreed in writing by the City Council as Local Planning Authority.

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 EM1, EM2, EM5, DC16, I3.1, H2.2, E1.5, E3.3, E3.5 and R1 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021).

8) The proposed security cabin located at the entrance to the car park hereby approved, shall be constructed in accordance with the scheme shown on the drawing numbered PL(0)018, and shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies T1.8, H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester.

9) Prior to the commencement of the development hereby approved, a surface water drainage scheme for the site, based on sustainable drainage principles where practical and the Flood Risk Assessment prepared by Shepherd Gilmour Infrastructure Ltd. Ref C847/SBS/jt/S0319 dated 21 July 2009, shall be submitted to and approved in writing by the City Council, unless otherwise agreed in writing by the Local Planning Authority. The surface water drainage scheme shall also include details of how the scheme shall be maintained and managed after completion. The scheme shall then be implemented in strict accordance with the approved details for the surface water drainage scheme unless otherwise agreed in writing by the Local Planning Authority.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy DC21.1 in the Unitary Development Plan for the City of Manchester and PPS25 Planning and Flooding.

10) a) 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 shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) 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 shall be carried out, before 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.

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 the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - 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 EM1, EM2, EM5, I3.1, E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester, the Guide

to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 23 (PPS23) and the North West of England Plan - Regional Spatial Strategy to 2021).

11) Notwithstanding the approved drawings, prior to the commencement of the development hereby approved, full details of the positions, design, materials and type of hard and soft boundary treatment to be erected around the site, shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The boundary treatment shall be completed in accordance with the approved details before first occupation of the building and shall thereafter be retained, 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 within which the site is located in order to comply with Policies EM1, EM2, EM5, I3.1, H2.2, E3.3, E3.5, T1.8 and R1 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021).

12) If the development hereby approved shall include a lighting scheme and/or a CCTV system on the building or around the site, full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the building hereby approved is first occupied. The approved scheme shall then be implemented in full before the development is occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied. If when the lighting units are illuminated they cause undue glare or light spillage to the detriment of any nearby residential properties or the adjacent railway/metrolink, baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies T1.8, H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester.

13) The development hereby approved shall be implemented in accordance with the Framework Travel Plan completed by Waterman Boreham Transport Planning submitted to the City Council on the 4th August 2009. Prior to the first occupation of the development hereby approved, a detailed Full Travel Plan, including particulars of its implementation and monitoring, shall be submitted to and approved by the City Council as the Local Planning Authority. The Travel Plan shall then be implemented and reviewed in accordance with those approved details unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance 13.

14) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

15) Prior to the commencement of any works associated with the construction of the new vehicular access points onto Northampton Road hereby approved, full engineering details of the new junction designs including dropped kerbs, tactile paving, surface materials and white lining, 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, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of pedestrian and highway safety pursuant to Policies EM1, EM2, EM5, H2.2, T2.6 and T3.1 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and Planning Policy Guidance 13 (PPG13).

16) The development hereby approved shall incorporate measures to minimise the environmental impact and energy use of the building and shall achieve a minimum of the post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good', with an aim to achieve an 'excellent' rating, as outlined within the Norman Disney and Young 'Environmental Standards' report dated 30th July 2009, the BREEAM pre-assessment report and the 'Energy Strategy' report dated 30th July 2009, submitted to the City Council on the 4th August 2009. A post construction review certificate shall be submitted to and approved in writing by the City Council as Local Planning Authority within 6 months of the building first being occupied.

Reason - In the interests of minimising the impact on the environment of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), and the Regional Spatial Strategy for the North West.

17) The development hereby approved shall be operated in accordance with the scheme for the maintenance of the buildings, outlined in Section 9.0 of the Design and Access Statement, submitted to the Local Planning Authority on the 7th August 2009. The approved maintenance scheme shall be fully implemented and shall remain operational thereafter, unless otherwise agreed in writing by the City Council as the Local Planning Authority.

Reason - In the interests of the visual amenity of the area and of the occupiers of nearby properties in order to comply with Policies EM1, EM2, EM5, I3.1, H2.2 and R1 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021).

18) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance 13 (PPG13).

19) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details shown on the drawing numbered PL1027.L.01/RevE and PL1027.L.02/RevC submitted on the 7th August and 2nd October 2009. The approved space and facilities shall then be retained and permanently reserved for bicycle parking, unless otherwise agreed in writing with the City Council as the Local Planning Authority.

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 T3.1 and T3.7 of the Unitary Development Plan for the City of Manchester.

20) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the drawing numbered PL1027.L.01/RevE and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 12 months from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground

levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site, which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies DC16, E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

21) Any tree work carried out during the construction of the development hereby approved should be carried out in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site, which are of important amenity value to the area, pursuant to Policies DC16 and E2.6 of the adopted UDP for the City of Manchester.

22) No clearance of vegetation or trees from the site should be carried out in the bird nesting season (March to July inclusive). If clearance during the nesting season is unavoidable then a survey for nesting birds must be undertaken prior to work commencing and submitted to and approved in writing by the City Council as local planning authority. If nesting birds are found by the survey and are likely to be disturbed by clearance works then clearance should be delayed until after the young have fledged.

Reason

The site supports habitats suitable for use by nesting birds, which are protected by the Wildlife and Countryside Act 1981, and pursuant to Policy E2.4 in the Unitary Development Plan for the City of Manchester.

23) This permission does not relate to or give consent for the advertisements/signs outlined in the Signage Strategy contained within Section 10.0 and Appendix 2 of the Design and Access Statement received by the Planning Authority on the 7th August 2009, and as shown on any of the approved plans submitted to the City Council on the 4th and 7th August 2009.

Reason - For the avoidance of doubt and in the interests of visual amenity, pursuant to policies EM1, EM2, EM5, I3.1, H2.2 and R1 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and the North West of England Plan - Regional Spatial Strategy to 2021).

24) The details of a 24 hour emergency telephone contact number for the site contractor shall be displayed in a publicly accessible location on the site and shall remain so displayed during the construction period unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of local amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

25) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to

the development of each phase commencing. The wheel wash shall be retained on site during the construction period, and shall be positioned to allow use throughout each phase of construction; the locations of the wheel wash shall be submitted to and approved in writing by the City Council prior to being implemented.

Reason - To ensure that the proposed 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 H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and Planning Policy Statement 23 (PPS23).

26) All contractors' vehicles entering and leaving the site during the construction period shall be properly sheeted.

Reason - To ensure that the proposed development is not prejudicial or a nuisance to the adjacent premises in the interests of public health and amenity, pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1) and Planning Policy Statement 23 (PPS23).

Part IV – Informatives

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

The variety of SUDS techniques available means that virtually any development should be able to include a scheme based around these principles. Further information on SUDS can be found in:
PPS25 page 33 Annex F
PPS25 Practice Guide
CIRIA C522 document Sustainable Drainage Systems
CIRIA C697 document SUDS manual

The Interim Code of Practice for Sustainable Drainage Systems - The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SUDS. The Interim Code of Practice is available on both the Environment Agency's website: www.environment-agency.gov.uk and CIRIA's website: www.ciria.org.uk

General Points
The development is to be located on an area of land owned/previously under the ownership of Network Rail. The applicant should contact Network Rail's (OPS) Operational Portfolio Surveyor (Fiona.Nuttall@networkrail.co.uk) to understand further the implications this may have. Often these sites are sold and are the subject of a demarcation agreement which may include particular rights in relation to the safe operation of the railway and associated infrastructure. It must be considered when Network Rail has access rights over the development site; access must not be blocked or restricted at any time. The demarcation reference number for the land upon which the development is proposed is DA3317/RT. The developer must contact the OPS to determine if the development is subject to any demarcation rights.

Once planning permission has been granted and at least six weeks prior to works commencing on site the Outside Parties Engineer (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway. The proposal itself is situated adjacent land which was part of the railway but is still in Network Rail ownership therefore, it is vital that the OPE is contacted to ensure that the development does not encroach upon Network Rail land and infrastructure. The OPE for the area can be contacted as follows and may require to see any such method statements as necessary to ensure. Contact - Ian Fairfoot, Outside Parties Engineer, Network Rail, Desk 221 - Floor 1, Square One, 4 Travis Street, Manchester, M1 2NY or phone - 07887896995 or email Ian.Fairfoot@networkrail.co.uk

DEMOLITION
Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Outside Parties Engineer before the development can commence.

DRAINAGE
No water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains, without Network Rail approval. Soakaways should not discharge towards and/or within 10m of railway infrastructure. Details of the proposed drainage must be submitted to, and approved by the local planning authority; acting in consultation with the railway undertaker and the works shall be carried out in accordance with the approved details. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

FAIL SAFE USE OF CRANE AND PLANT
All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the

adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

VIBRO-IMPACT MACHINERY
Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

SCAFFOLDING
Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

EXCAVATIONS/EARTHWORKS
All excavations / earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Outside Parties Engineer should be undertaken.

SECURITY OF MUTUAL BOUNDARY
Security of the railway boundary will require to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Outside Parties Engineer.

FENCING
If not already in place, the Developer must provide a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

METHOD STATEMENTS/FAIL SAFE/POSSESSIONS
Method statements may require to be submitted to Network Rail's Outside Parties Engineer at the below address for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Outside Parties Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

TWO METRE BOUNDARY
Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to

be carried out from the applicant's land, thus avoiding provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

LIGHTING
Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation will be required to remove the conflict at the applicant's expense.

ACCESS TO RAILWAY
All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

NOISE
The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of PPG24 and the local planning authority should use conditions as necessary

TREES/SHRUBS/LANDSCAPING
Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted:
Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrs Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina"

Not Permitted:
Alder (Alnus Glutinosa), Aspen - Popular (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

A comprehensive list of permitted tree species is available upon request and any landscaping proposals must be submitted to the Outside Parties Engineer.

ARMCO SAFETY BARRIER
The Department of Transport recommends the provision of a safety barrier adjacent to the railway, alongside all roads, turning circles and parking areas where the railway is situated at or below the level of the development. The safety barrier should be designed to cater for specific loadings dependent on the road traffic anticipated and in a position to stop vehicles driving into or rolling onto the railway or damage the lineside fencing. Network Rail's existing fencing / wall must not be removed or damaged.

BRIDGE STRIKES
Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the OPE is necessary to understand if there is a problem. Developers may be asked to pay for bridge protection barriers.

ABNORMAL LOADS
From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Outside Parties Engineer to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

TOWER CRANES
With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Outside Party Engineer prior to implementation.

Network Rail is required to recover all reasonable costs associated with facilitating these works

Signed……

Peter Babb, Head of Planning

on behalf of the Council
Town Hall,

NOTES

1. Leaflets attached:

2. 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**.**

3. 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.

4. 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.

5. 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

6. 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