

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Dalata Hotel Group
Burton Court
Burton Hall Drive
Sandyford
Dublin
D18 Y2T8

Agent (if used)

Mr Andrew Murray
M.A.G.
Planning Team
Manchester Airport
Olympic House
Manchester
M90 1QX

Part 1 – Particulars of the application/development

Proposal: Erection of a 9-storey extension comprising of 216 bedrooms (net increase of 214 bedrooms) to the existing hotel

Location: Clayton Hotel , Outwood Lane, Manchester, M90 4HL,

Date of application: 20 November 2023

Application number: 138586/FO/2023

Part 2 – Particulars of decision

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

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

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 received on 17 November 2023:

- A) THE LOCATION PLAN
- B) L 90 01 B EXISTING SITE PLAN

- C) L 90 04 A PROPOSED SITE PLAN (SECURED BY DESIGN)
- D) L 00 90 A GF PLAN
- E) L 00 91 1F PLAN
- F) L 00 92 2ND TO 8TH FLOOR PLAN
- G) L 00 93 ROOF PLAN
- H) L 00 94 A SECTION AA
- I) L 00 95 A NORTH AND SOUTH ELEVATIONS
- J) L 00 96 A EAST AND WEST ELEVATIONS
- K) D7938.01.001 DETAILED PLANTING PLAN - OVERALL PLAN
- L) D7938.01.002 DETAILED PLANTING PLANS - AREA 1
- M) D7938.01.003 PLANTING PLANS - AREA 2
- N) D7938.01.004 PLANTING PLANS - AREA 3
- O) DESIGN AND ACCESS STATEMENT (LEACH RHODES WALKER)
- P) ECOLOGICAL ASSESSMENT (TEP PARTNERSHIP)
- Q) BIODIVERSITY NET GAIN DESIGN STAGE REPORT (TEP PARTNERSHIP)
- R) WASTE MANAGEMENT STRATEGY
- S) VENTILATION STRATEGY (PATRICK MCCAUL ENVIRONMENTAL CONSULTING ENGINEERS LTD)
- T) ENERGY STATEMENT REPORT (PATRICK MCCAUL ENVIRONMENTAL CONSULTING ENGINEERS LTD)
- U) BREEAM 2018 NEW CONSTRUCTION PRE-ASSESSMENT REPORT (SUSTAINABLY BUILT LTD)
- V) CRIME IMPACT STATEMENT (GMP)

and the following document received on 4 March 2024:

- W) TRANSPORT STATEMENT (AECOM)

and the drawing received on 2 April 2024:

- X) L 90 02 D PROPOSED SITE PLAN

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) The materials to be used on external elevations shall match those on the external elevations of the existing tower in colour, size and texture, as referenced on the following drawings received on 17 November 2023:

- A) L 00 95 A NORTH AND SOUTH ELEVATIONS
- B) L 00 96 A EAST AND WEST ELEVATIONS

Reason - In the interests of visual amenity, pursuant to Policy DM1 of the Manchester Core Strategy.

4) Prior to the commencement of the development hereby approved, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in light of national policies within the NPPF and NPPG and Policies EN08 and EN14 in the Manchester Core Strategy.

5) Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason - To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, in light of national policies within the NPPF and NPPG and Policies EN08 and EN14 in the Manchester Core Strategy.

6) Prior to the commencement of the development hereby approved, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway shall be submitted to and approved by the City Council as Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved RAMS.

Reason - To ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

7) Detailed drawings of measures to prevent access to the adjacent railway line shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved scheme before occupation of the development hereby approved.

Reason - To ensure the safety of future occupiers and to protect the adjacent railway from unauthorised access, pursuant to policies SP1 and DM1 of the Manchester Core Strategy

8) Prior to the commencement of any above ground works, a method statement giving details of any scaffolding works within 10m of the boundary with the railway, together with measures to be taken to prevent construction materials from the development reaching the railway (including protective fencing) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved measures (including any protective fencing) to prevent any construction materials from the development reaching the railway line shall be implemented in full before development commences.

Reason - In the interests of railway safety, pursuant to SP1 and DM1 of the Manchester Core Strategy.

9) Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to, and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to SP1 and DM1 of the Manchester Core Strategy.

10) Prior to the commencement of the development full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - To prevent any of ground levels, earthworks and excavations piling from destabilising or impacting the railway, pursuant to SP1 and DM1 of the Manchester Core Strategy.

11) Prior to any above ground works within 10m of the northern site boundary, details of appropriate vehicle safety protection measures along the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The development shall be implemented in accordance with the approved scheme.

Reason- To prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion, pursuant to policies T1 and DM1 of the Manchester Core Strategy for Manchester.

12) Prior to the commencement of above ground works, details of additional cycle parking facilities shall be submitted to and be approved by the City Council as Local Planning Authority. The approved facilities shall be completed prior to the development hereby approved being brought into use.

Reason - To ensure that adequate provision is made for bicycle parking so that persons working on the site have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

13) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

14) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points (Page 21 of the Transport Statement) have been submitted to and approved by the City Council as Local Planning Authority. The approved charging points shall then be installed prior to the occupation of the development hereby and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

15) Before the development hereby approved is first occupied, details of how the proposal has been incorporated into the Manchester Airport Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD (2007).

16) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy received on 17 November 2023 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

17) No part of the development (including construction equipment i.e. cranes) should exceed 100.880m in height (AMSL), in order to have no harmful impact on published safeguarded surfaces.

Reason - In the interests of aerodrome safety and to ensure adequate separation between aircraft and ground-based structures, pursuant to Policy DM2 in the Manchester Core Strategy.

18) Prior to the commencement of the development hereby approved, a Bird Hazard Management Plan for the construction period of the development shall be submitted to and approved by the City Council as Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved Bird Hazard Management Plan

Reason - To prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN, pursuant to Policy DM2 of the Manchester Core Strategy.

19) Prior to the commencement of the development hereby approved, a Bird Hazard Management Plan for the operational phase of the development shall be submitted to

and approved by the City Council as Local Planning Authority. Thereafter the development shall be managed in accordance with the approved details.

The BHMP should include the mitigation and management measures that will be in place to deter hazardous birds from the roof space. This should include detail on such things as:

- a) Safe roof access
- b) Monitoring programmes
- c) Actions on observing hazardous bird activity
- d) Reporting to MAN
- e) Access for MAN
- f) Failure criteria
- g) The BHMP should be in place for the lifetime of the building

Reason - To prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN, pursuant to Policy DM2 of the Manchester Core Strategy.

20) Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials other than clear or obscure glass, including solar PV shall be added to the building without the express consent of the local planning authority.

Reason - In the interests of aerodrome safeguarding and to prevent distraction and ocular damage to pilots using Manchester Airport, pursuant to Policy DM2 in the Manchester Core Strategy.

21) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August 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.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

22) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the following drawings:

- a) D7938.01.001 DETAILED PLANTING PLAN - OVERALL PLAN
- b) D7938.01.002 DETAILED PLANTING PLANS - AREA 1
- c) D7938.01.003 PLANTING PLANS - AREA 2
- d) D7938.01.004 PLANTING PLANS - AREA 3

shall be implemented not later than 12 months from the date of completion of construction works. 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 Manchester Core Strategy.

23) a) 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. Prior to commencement of the use hereby approved 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. 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.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

24) a) Before the development hereby approved commences, 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 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).

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 prior to occupation 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 in each phase 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 Policy DM1 in the Manchester Core Strategy.

25) Prior to the commencement of the development hereby approved, a construction management plan or construction method statement shall be submitted to and be approved by the City Council as Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- a) A construction programme including phasing of works;
- b) A demolition methodology statement (including mitigation measures)
- c) 24 hour emergency contact number;
- d) Expected number and type of vehicles accessing the site:- i) Deliveries, waste, cranes, equipment, plant, works, visitors; ii) Size of construction vehicles; iii) The use of a consolidation operation or scheme for the delivery of materials and goods; iv) Phasing of works;
- e) Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):- Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- f) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- g) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- h) Locations for storage of plant/waste/construction materials;
- i) Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- j) Arrangements to receive abnormal loads or unusually large vehicles;
- k) Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- l) Any necessary temporary traffic management measures;
- m) Measures to protect vulnerable road users (cyclists and pedestrians);
- n) Arrangements for temporary facilities for any bus stops or routes;
- o) Bird Hazard Management Plan during construction
- p) Method of preventing mud being carried onto the highway;
- q) Method of dust and smoke suppression;
- r) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

Reason - In the interests of the safe operation of the adopted highway, adjoining railway and aerodrome safeguarding, during both the demolition and construction phase of the development, pursuant to policies SP1, EN19, DM1 and DM2 of the Manchester Core Strategy.

26) The development hereby approved shall be implemented in accordance with the measures as set out within the BREEAM 2018 NEW CONSTRUCTION PRE-ASSESSMENT REPORT (SUSTAINABLY BUILT LTD), as received by the City Council as local planning authority on 17 November 2023, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, 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 Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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

Access to Railway - All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked

(24/7, 365 - around the clock) both during construction works and as a permanent arrangement.

- a) The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.
- b) The proposal construction works must not prevent Network Rail from accessing its land.

Protection of existing railway drainage assets within a clearance area - There are likely to be existing railway drainage assets in the vicinity of the proposed works. Please proceed with caution. No connection of drainage shall be made to these assets without Network Rail's prior consent to detailed proposals. Any works within 5m of the assets will require prior consent. There must be no interfering with existing drainage assets/systems without Network Rail's written permission. The developer is asked to ascertain with Network Rail the existence of any existing railway drainage assets or systems in the vicinity of the development area before work starts on site.

BAPA (Basic Asset Protection Agreement) - As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches.

The BAPA will be in addition to any planning consent. All new enquiries will need to be submitted via the

Asset Protection and Optimisation - Customer Portal Link to ASPRO ACE Portal
ASPRO Network Rail Implementation (oraclecloud.com)

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

Manchester Airport and Tall Equipment -The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see:

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

Bats - Whilst the part of the building to be extended has been assessed as very low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

Invasive Species - It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as wall cotoneaster and monbretia are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

Date: 26 April 2024

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-decision The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.