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Steve McCoombe
Development Management
Manchester City Council
PO Box 532
Town Hall Manchester
M60 2LA

Our Ref: 0458
Your Ref: PP-15116499

Submitted via the Planning Portal

Date: 31st July 2026

Dear Steve,

Birtles House, Unit 1 Market Place, Civic Centre, Wythenshawe, Manchester, M22 5RE – Non-Material Amendment Application (Section 96A) to Full Planning Permission (LPA Reference: 144669/FO/2025).

This covering letter has been prepared by Asteer Planning LLP ("Asteer") on behalf of our client Muse Places ("Muse") and Wythenshawe Community Housing Group ("WCHG") ("the Applicants"), in support of an application made under Section 96A of the Town and Country Planning Act (1990) to Full Planning Permission (LPA reference: 144669/FO/2025) at Birtles House, Unit 1 Market Place, Civic Centre, Wythenshawe, Manchester, M22 5RE ("the Site").

This non-material amendment application comprises the following documents:

- Completed Application Form; and
- This Covering Letter.

This application has been submitted electronically via the Planning Portal (Reference: PP-15116499). The required application fee of £400.00 (including £91 service charge) has been paid directly to the Planning Portal.

Background

On the 23rd February 2026, full planning permission was granted for the:

> "*Erection of residential apartments (Use Class C3) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works including generator following demolition of the existing buildings.*"

The permission was granted pursuant to 37 conditions. This Non-Material Amendment Application seeks to alter the wording of condition 5, 7, 9, 13 and 31. A copy of the decision notice which details the current wording of the conditions is enclosed at **Appendix A**.

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The Proposed Amendments

Following the grant of Full Planning Permission at the Site, the Applicant has been reviewing the consented scheme and wishes to make some minor, non-material changes to the wording of Conditions 5, 7, 9, 13 and 31 in order to facilitate demolition and site clearance works at the Site. These amendments are to enable demolition works to take place without prejudicing the original consent and intentions of its attached conditions. The following set out the proposed amendments to the conditions attached to the consented 144669/FO/2025 with additional wording in red and void wording ~~stricken~~ through.

Condition 5

The Applicant proposes to amend the wording of Condition 5 of the consented scheme as follows:

"5) a) ~~No development shall~~ No demolition works shall take place until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and agreed in writing by Manchester City Council as Local Planning Authority and an Asset Protection Agreement, if deemed necessary, has been entered into. The approved details shall include agreed safe methods of working on Metrolink infrastructure and adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The Construction Management Plan shall include details of:

- *loading and unloading of plant and materials;*
- *storage of plant and materials used in constructing the development;*
- *construction methods to be used; including the use of cranes if intended (which must not over sail the tramway);*
- *site hoarding and scaffolding; and*
- *measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway.*

b) ~~No development shall~~ No above ground works shall take place until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and agreed in writing by Manchester City Council as Local Planning Authority and an Asset Protection Agreement, if deemed necessary, has been entered into. The approved details shall include agreed safe methods of working on Metrolink infrastructure and adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The Construction Management Plan shall include details of:

- *loading and unloading of plant and materials;*
- *storage of plant and materials used in constructing the development;*
- *construction methods to be used; including the use of cranes if intended (which must not over sail the tramway);*
- *site hoarding and scaffolding; and*
- *measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway.*

Reason - To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system, pursuant to policies DM1 and SP1 of the Manchester Core Strategy."

Condition 7

The Applicant proposes to amend the wording of Condition 7 of the consented scheme as follows:

"7)a) Prior to the commencement of development (excluding demolition and site clearance works), an electromagnetic compatibility plan shall be submitted to and agreed in writing, by the City Council, as Local Planning. This plan shall demonstrate compliance with BS50121-3-2, BS50121-4, and BS50121-5, together with Network Rail EMC assurance process NR/L2/RSE/30041 and shall include for pre development testing.

b) Prior to the first use of the development, a verification report is required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm compliance with the criteria agreed in part (a). In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the Manchester City Council, as Local Planning Authority (agreement to be in consultation with Transport for Greater Manchester). Any measures shall thereafter be retained and maintained in situ.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies DM1 and SP1 of the Manchester Core Strategy."

Condition 9

The Applicant proposes to amend the wording of Condition 9 of the consented scheme as follows:

"9)a) ~~Prior to the commencement of the development~~, Prior to demolition and site clearance works taking place, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the ~~construction of the development~~ demolition and site clearance works, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

i) The measures proposed to recruit local people including apprenticeships .
ii) Mechanisms for the implementation and delivery of the Local Benefit Proposal.
iii) Measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

b) Prior to the above ground works of the development taking place, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the above ground works of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

i) The measures proposed to recruit local people including apprenticeships .
ii) Mechanisms for the implementation and delivery of the Local Benefit Proposal.
iii) Measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

c) Prior to first occupation of the development hereby approved, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to part (a) and (b), items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan."

Condition 13

The Applicant proposes to amend the wording of Condition 13 of the consented scheme as follows:

"13) Notwithstanding details submitted, prior to the commencement of the development (excluding demolition and site clearance) hereby approved, an updated surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

-Finalised details of finished floor levels.
-Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
-Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
-Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
-Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance.
-A finalised drainage layout showing all components, outfalls, levels and connectivity.
-An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
-Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
-A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
-A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
-Construction details of flow control and SuDS elements.
-A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The development shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan."

Condition 31

The Applicant proposes to amend the wording of Condition 31 of the consented scheme as follows:

"31) No development (excluding demolition and site clearance) shall take place until a Bird Hazard Management Plan (BHMP) for the development has been submitted to and approved in writing by

the Local Planning Authority in consultation with Manchester Airport. Thereafter the scheme shall be implemented in accordance with the approved details. The BHMP should include robust measures to prevent species of birds that are hazardous to aircraft gaining access to the space between the roof and the PV array panels, with regular maintenance inspections.

Reason - In the interests of flight safety and birdstrike avoidance to prevent the creation of a habitat for birds hazardous to aviation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy."

Summary

As set out at Paragraph 002 Reference ID: 17a-002-20140306 of the Planning Practice Guidance ("PPG"), there is no statutory definition of 'non-material'. The Council must therefore be satisfied that the amendment sought is non-material in order to grant an application under Section 96A of the Town and Country Planning Act 1990.

The proposed amendments to the full planning permission will result in minor changes subject to amendments to the wording of conditions 5, 7, 9, 13 and 31 so as to enable the commencement of demolition works without jeopardising the integrity of the original consent. Through amendments to the trigger points of these conditions, the Applicant seeks to provide necessary, relevant, enforceable, precise, and reasonable conditions that do not materially affect the consented development. Overall, the changes are not considered to be material and therefore, the Applicant considers can be dealt with via a S96A application.

I trust that the above details are sufficient for you to validate the application and to allow you to progress it towards determination at your earliest convenience. However, should you have any questions regarding this application, please do not hesitate to contact me.

With kind regards,



Chris Sinton
Director, Regeneration & Commercial
[redacted]
[redacted]

For and on behalf of Asteer Planning LLP

Appendix 1: 144669/FO/2025 Decision Notice

MANCHESTER CITY COUNCIL

Important – Planning permission & notices of consent

Compliance with conditions

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

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant	Agent (if used)
Muse Places and Wythenshawe Community Housing Group C/o Agent	Asteer Planning LLP 3rd Floor Calico 53-55 Mosley Street Manchester M2 3HQ

Part 1 – Particulars of the application/development

Proposal: Erection of residential apartments (Use Class C3) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works including generator following demolition of the existing buildings.

Location: Unit 1 Market Place , Civic Centre, Manchester, M22 5RE

Date of application: 2 December 2025

Application number: 144669/FO/2025

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in 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:

18702-FCB-ZZ-ZZ-D-A-0001 P01 (Site Location Plan), 18702-FCB-ZZ-ZZ-D-A-0401 P01 (Proposed Site Plan), 18702-FCB-AB-GF-D-A-0411 P01 (Proposed Plan - Apartment Block - Ground Floor), 18702-FCB-AB-RF-D-A-0417 P01 (Proposed Plan - Apartment Block - Roof), 18702-FCB-AB-ZZ-D-A-0412 P01 (Proposed Plan - Apartment Block - Level 01-03), 18702-FCB-AB-ZZ-D-A-0415 P01 (Proposed Plan - Apartment Block - Level 04-05), 18702-FCB-AB-ZZ-D-A-0611 P01 (Proposed Section - Apartment Block), 18702-FCB-AB-ZZ-D-A-0711
P01 (Proposed Elevation - Apartment Block - North), 18702-FCB-AB-ZZ-D-A-0712 P01 (Proposed Elevation - Apartment Block - South), 18702-FCB-AB-ZZ-D-A-0713 P01 (Proposed Elevation - Apartment Block - East), 18702-FCB-AB-ZZ-D-A-0714 P01 (Proposed Elevation - Apartment Block - West), 18702-FCB-AB-ZZ-D-A-0751 P01 (Proposed Generator), 18702-FCB-ZZ-ZZ-D-A-0802 P01 (Proposed Bay Studies - Roof & Typical Condition), 18702-FCB-ZZ-ZZ-D-A-0801 P01 (Proposed Bay Studies - Ground and Typical Condition), 18700-FCB-ZZ-ZZ-D-A-0010 P01 (Illustrative Masterplan), 18702-PLA-XX-XX-L-L (Planting Schedule), 18702-PLA-XX-XX-D-L-0001 P01 (Landscape General Arrangement), 18702-PLA-XX-XX-D-L-2001 P01 (Planting Plan), 18702-PLA-XX-XX-D-L-3000 P01 (Levels GA), 18702-FCB-ZZ-ZZ-D-A-0111 P01 (Demolition Plan), 13162_001C (Topographic Survey) and 18702-FCB-XX-XX-T-A-9403 (Design and Access Statement), received by the City Council as Local Planning Authority on 2 December 2025.

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) No above ground construction works shall commence until samples and specifications of all materials to be used in the external elevations and the hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as Local Planning Authority.

The submitted details shall include:
i. baseline samples and specifications of all materials to be used on all external elevations including sample panels;
ii. jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames;
iii. A strategy for quality control management.

Thereafter the development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy and policy JP-H3 of the Places For Everyone Joint Development Plan.

4) a) Prior to the commencement of demolition, a Demolition Management Plan outlining working practices during demolition development shall be submitted to and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, the Demolition Management Plan should include:

-Measures to control noise and vibrations;
-Dust suppression measures;
-Compound locations where relevant;
-Location, removal and recycling of waste;

- Details of an emergency contact telephone number;
-Parking of construction vehicles; and
-Sheeting over of demolition vehicles.

The development shall only be carried out in accordance with the approved Demolition Management Plan.

b) Prior to the commencement of development (excluding demolition), a Construction Management Plan outlining working practices during development shall be submitted to and approved in writing to the City Council as Local Planning Authority.

For the avoidance of doubt, the Construction Management Plan should include:

-Measures to control noise and vibrations;
-Dust suppression measures;
-Compound locations where relevant;
-Location, removal and recycling of waste;
-Detail of an emergency contact telephone number;
-Parking of construction vehicles; and
-Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved Construction Management Plan.

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.

5) No development shall take place until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and agreed in writing by Manchester City Council as Local Planning Authority and an Asset Protection Agreement, if deemed necessary, has been entered into. The approved details shall include agreed safe methods of working on Metrolink infrastructure and adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the
construction period. The Construction Management Plan shall include details of:

-loading and unloading of plant and materials;
-storage of plant and materials used in constructing the development;
-construction methods to be used; including the use of cranes if intended (which must not oversail the tramway);
-site hoarding and scaffolding; and
-measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway.

Reason - To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) No development shall take place until:

- A full risk assessment/road safety audit has been carried out for the access road and track crossing by all modes and it has been clearly demonstrated to the satisfaction of Transport for Greater Manchester that the proposed development will not impart greater risk to user of the track crossing or tramway as a result; and

-the design of any mitigation resulting from the assessment will have been subject to TfGM's Metrolink's Engineering Assurance and agreed by Metrolink.

The development shall only implemented in accordance with the agreed details.

Reason - To safeguard Metrolink infrastructure and operations pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) (a) Prior to the commencement of development, an electromagnetic compatibility plan shall be submitted to and agreed in writing, by the City Council, as Local Planning. This plan shall demonstrate compliance with BS50121-3-2, BS50121-4, and BS50121-5, together with Network Rail EMC assurance process NR/L2/RSE/30041 and shall include for pre development testing.

(b) Prior to the first use of the development, a verification report is required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm compliance with the criteria agreed in part (a). In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the Manchester City Council, as Local Planning Authority (agreement to be in consultation with Transport for Greater Manchester). Any measures shall thereafter be retained and maintained in situ.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) a) Prior to the first occupation of the ground floor commercial units as indicated on the approved plans, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end user(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

9) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

i) The measures proposed to recruit local people including apprenticeships .
ii) Mechanisms for the implementation and delivery of the Local Benefit Proposal.
iii) Measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

b) Prior to first occupation of the development hereby approved, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

10) a) With the exception of demolition and notwithstanding details submitted, 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) Prior to the first occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall

continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first use/occupation of the development.

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 DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

11) 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 after development commences, 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 is submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these details, together with any previously approved 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 DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

12) a) Notwithstanding details submitted, prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties. All exterior lighting shall be capped at the horizontal with no upward light spill.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, to ensure flight safety to prevent distraction to pilots using Manchester Airport and to minimise impacts on protected species that may commute and forage in the area pursuant to policies DM1 and EN15 of the Manchester Core Strategy and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

13) Notwithstanding details submitted, prior to the commencement of the development hereby approved, an updated surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

-Finalised details of finished floor levels.

-Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

-Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or
new connection will suffice.

-Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.

-Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance.

-A finalised drainage layout showing all components, outfalls, levels and connectivity.

-An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

-Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

-A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

-A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).

-Construction details of flow control and SuDS elements.

-A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The development shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

14) Prior to the first occupation of the development hereby approved, details of the implementation of the surface water drainage scheme, together with the maintenance and management regime for the approved scheme shall be submitted for approval in writing by the City Council, as local planning authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDs components as per approved design drawings.

- Provide As Built construction drawings or confirm that they align with the original design construction drawings.

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies within the NPPF and NPPG , Core Strategy policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan Document.

15) Prior to first occupation of the ground floor commercial units, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - To ensure the efficient dispersal of cooking odours from the building, in the interests of the amenities of the occupiers nearby properties and to ensure than any ventilation flues/ducting can be accommodated without detriment to the character and appearance of the host building, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and National Planning Policy Framework.

16) Notwithstanding the submitted noise impact assessment:

a) Prior to the commencement of above ground works, the development hereby approved shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the buildings and a scheme of acoustic treatment that has been
submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the buildings are occupied.

b) Prior to first occupation of the residential units, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason -To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

17) Notwithstanding the submitted noise impact assessment:

a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic, nearby commercial units and Metrolink line shall be submitted to and approved in writing by the City Council as Local Planning Authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any other local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason -To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

18) 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 first occupation of the development hereby approved a 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 prior to first occupation of the development.

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 approved under parts a and b of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

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 saved policy DC26 of the Unitary Development Plan, policy DM1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

19) Prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

20) The hard and soft landscaping scheme and replacement tree planting approved by the City Council as Local Planning Authority shown on drawings 118702-PLA-XX-XX-L-L (Planting Schedule), 18702-PLA-XX-XX-D-L-0001 P01 (Landscape General Arrangement), 18702-PLA-XX-XX-D-L-2001 P01 (Planting Plan), received by the City Council as Planning Authority on 2 December 2025 shall be implemented not later than 12 months from the date of commencement of 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 and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

21) Notwithstanding details submitted, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and specification of all new boundary treatment/gates to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

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

22) The development hereby approved shall be implemented in accordance with the details contained within the submitted Glint and Glare for Aviation Assessment prepared by GIA, received by the City Council as Local Planning Authority on 2 December 2025.

Reason - To ensure no detrimental impact to aviation operations at nearby Manchester Airport caused by glint or glare to critical aviation receptors, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

23) The development hereby approved shall only be implemented in accordance with the waste management strategy and details shown on the submitted Waste Management and Servicing Plan (including Waste Proforma and delivery strategy), received by the City Council as Local Planning Authority on 2 December 2025. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the site other than on the day of collection.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

24) a)The development hereby approved shall be implemented in accordance with the measures contained with the submitted Environmental Standards Statement prepared by Ridge (VO2) and Energy Statement prepared by Tace (18704-TAC-XX-XX-T-Z-0007 P01), received by the City Council as Local Planning Authority on 2 December 2025.

b) Within 3 months of the completion of the construction of the 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, and evidence of the implementation and completion of the specified works.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

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 policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

25) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Hilson Moran (18702-HML-XX-XX-T-O 8201-P04), received by the City Council as Local Planning Authority on 2 December 2025.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy and policy JP-S5 of the Places for Everyone Joint Development Plan.

26) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

27) Notwithstanding details submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

(1) The measures proposed to be taken to reduce dependency on the private car;
(2) A commitment to surveying the travel patterns during the first three months of the development and thereafter from time to time;
(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
(4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as Local Planning Authority for approval. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD)and policies JP-S1, JP-S1, JP-P1 and JP-C1 of Places for Everyone Joint Development Plan.

28) The accessible car parking, servicing and other vehicular access arrangements show on the approved drawings to serve the development hereby permitted shall be laid out and made fully available for use prior to the development first being occupied and shall be retained thereafter for their intended purpose. The car parking shall be for the sole use by occupiers of the development and for no other purpose.

Reason - To ensure satisfactory car parking arrangements and the interests of highway safety, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

29) Prior to the first use of the accessible car parking spaces hereby approved, a scheme for electric vehicle charging, together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential units hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

30) Prior to the commencement of above ground works (excluding demolition), full details for the provision of secure and covered cycle parking provision for the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing and visiting the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan.

31) No development shall take place until a Bird Hazard Management Plan (BHMP) for the development has been submitted to and approved in writing by the Local Planning

Authority in consultation with Manchester Airport. Thereafter the scheme shall be implemented in accordance with the approved details. The BHMP should include robust measures to prevent species of birds that are hazardous to aircraft gaining access to the space between the roof and the PV array panels, with regular maintenance inspections.

Reason - In the interests of flight safety and birdstrike avoidance to prevent the creation of a habitat for birds hazardous to aviation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

32) No development, including any demolition or site preparation works, shall begin until a Precautionary Method of Works (PMW) relating to bats has been submitted to and approved in writing by the Local Planning Authority. The PMW shall include, but not be limited to:

-The timing of works to avoid sensitive periods for bats;

-Pre-commencement inspections carried out by a suitably qualified ecologist.

The development shall thereafter be carried out in full accordance with the approved PMW.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy and policy JP-G8 of the Places for Everyone Joint Development Plan.

33) The development hereby approved shall only be implemented in accordance with the details contained within the submitted Operational Statement, received by the City Council as Local Planning Authority on 2 December 2025.

The approved details shall be implemented as part of the development and thereafter observed in perpetuity.

Reason - To ensure satisfactory management and to contribute to the delivery of affordable housing, pursuant to policies H8 and DM1 of the Manchester Core Strategy.

34) Prior to the commencement of above ground works and notwithstanding details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

i. the numbers, type, tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) and location on the site of the affordable housing provision to be made.

ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to any exclusions and exemptions from this requirement that may apply);and

iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

35) Prior to the first occupation/use of the development hereby approved, a detailed schedule of operational hours for the ground floor commercial units shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter operate only in accordance with the approved schedule.

Reason - To safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

36) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;
10.00 to 18.00 hrs on Sundays and Bank Holidays.

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

37) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units (Class C3) hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

37) The residential units (Class C3) hereby shall be used only as private dwellings (which description shall not include serviced properties 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 to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of

accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester, guidance contained within the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-H3 of Places for Everyone Development Plan.

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

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/our-services/gas-diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Manchester Airport's Communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Manchester Airport prior to energisation.

The applicant's attention is drawn to the procedures for crane and tall equipment. Please see: https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/

he development lies within the flight restricted zone established for Manchester Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: https://www.manchesterairport.co.uk/aviation-professionals/drones

In the interests of flight safety, during construction, robust measures to be taken to prevent birds being attracted to the site. No pools of water should occur and prevent scavenging of any detritus. Measures to minimise and manage the creation of dust and smoke should be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Manchester Airport and the Civil Aviation Authority.

Should the presence of bats be found at any time during demolition or development, all works at the site should cease and notification should be made to the City Council as Local Planning Authority. A licensed bat consultant and/or ecologist should undertake a survey of the site and buildings and report any findings to the City Council and methods of mitigation agreed, by the City Council, as Local Planning Authority, prior to the progression of any further works.

Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

Date: 23 February 2026

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

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

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

Right of challenge on planning application decision

A third party does not have a right of appeal against a decision on a planning application. Instead there is a right of challenge (a Judicial Review) which is limited to lawfulness of the procedure that we have taken in coming to that decision.

Any challenge must be based on the following and not the merit of the decision:

- Procedural irregularity
- Irrationality
- Illegality

Any application for permission to bring such a challenge (which is through the High Court) must be made within 6 weeks of the date of the decision being issued.