

Application Number	Date of Appln	Committee Date	Ward
111744/FO/2016/N2	2nd Jun 2016	22nd Sep 2016	Ardwick Ward

Proposal Erection of a four storey building to form motor trade dealership including workshop and car storage and erection of a single storey valeting building (Sui Generis) (10684 sqm) together with associated vehicular access from Kincardine Road and Inchley Road, car parking, landscaping, boundary treatment and other associated works following demolition of existing buildings

Location 45 Upper Brook Street, Ardwick, Manchester, M13 9WS

Applicant Mr Nick Cook , Williams Motor Co. (Holdings) Ltd, 2 Vincent Way, Raikes Lane, Bolton, BL3 2NB

Agent Adam Dolby, Taylor Design Architects Limited, 30 Manchester Road, Wilmslow, SK9 1BG

Description

The application site is the existing BMW dealership located at 45 Upper Brook Street. The site measures 0.74ha in area and is an irregular shape, which wraps around the Grade II* listed Welsh Baptist Chapel that also fronts Upper Brook Street. The site faces the eastern side of Upper Brook Street which is one of the main arterial routes into Manchester City Centre from the south.

The site is also bounded to the north by Inchley Road, to the east by Kincardine Road and to the south by a Citroen car show room on Upper Brook Street. The application site is currently occupied by number of single storey buildings, including a car showroom and offices fronting Upper Brook Street, a car workshop and parts warehouse with access from Kincardine Road, and a used car showroom to the rear with access from both Kincardine Road and Inchley Road. There is also a vehicle wash bay located against the site's southern boundary onto Kincardine Road.

The existing car showroom buildings comprise mainly of full height glazing with pitched corrugated metal roofs. The car workshop and parts warehouse are constructed of red brick also with corrugated metal roofing. These buildings are then surrounded by surface level tarmac car parking both for the display of vehicles for sale and for customer parking. There is some existing soft landscaping around the boundaries of the site.

Upper Brook Street is a main radial route into and out of the City of Manchester and is characterised by both tall and lower level buildings. The eastern side of Upper Brook Street is mainly dominated in this immediate area by car showrooms and other businesses with the Brunswick residential neighbourhood and Gartside Gardens beyond it. The western side of the road is dominated by the Manchester Universities, the Hospital and the Oxford Road corridor beyond it.

There are a number of large buildings within this vicinity around the Upper Brook Street area, including the Aquatics Centre Car Park at 6 storeys high, the Alan Turing Building at 4 storeys high, the Manchester Materials Science Centre at 5 storeys high and the Schuster Building at 9 storeys high. To the rear of the site onto Kincardine Road is the student accommodation block at Kincardine Court, which is a part 5 storey part 6 storey building.

The Welsh Baptist Chapel that sits immediately adjacent to the application site is currently undergoing a significant redevelopment project to bring the former derelict Grade II* listed building back into use as high quality residential accommodation. The application site also sits on the boundary with the Brunswick PFI area, which is also being transformed through new build housing and renovations to create a higher quality sustainable residential neighbourhood on the edge of the City Centre.

A location plan of the application site can be seen below:



Proposed Development

Planning permission is sought through this application for the redevelopment and expansion of the existing BMW car dealership at this site on Upper Brook Street, Kincardine Road and Inchley Road. To provide some background to the proposals, the submitted Design and Access Statement outlines that the existing facility is over 30 years old and is no longer fit for purpose. The existing facility was originally designed to sell 101 new cars and 75 used cars per year when BMW was a specialist car manufacturer. BMW has now become a premium volume car retailer and the existing facility cannot support the current demands. The site now sells 1,500 new cars and 1,000 used cars to private customers per year, as well as an additional 2,000 cars to corporate customers. As a result of its growth and success, and to enable the site to meet current business requirements, the redevelopment and expansion of this site is now essential if the business is to remain viable.

The development proposals include the demolition of all the existing buildings and other structures on the site. The application then seeks consent for the erection of a new 4 storey car dealership building including a car workshop and valeting area at the ground floor level, a car showroom, sales consultation areas, customer café and lounge area, offices, and staff facilities at the first floor level, with car storage on the second floor level. Further open car storage will be provided at roof level in addition to the plant room and lift overruns.

The new 4 storey building is proposed to be located in a similar position to the existing car showroom in the south west corner of the site and fronting Upper Brook Street, sited between the Welsh Baptist Chapel and the Citroen Dealership site. The footprint of the new building extends further towards the rear of the site where in the south east corner of the site there will be 3 vehicle washbays, a plant room building and the main waste recycling area.

The land to the rear of the Welsh Baptist Chapel and to the corner of Kincardine Road and Inchley Road is to be demarcated for a customer parking area for 57 spaces including 4 disabled car parking spaces and a large secure bicycle storage area. The land on the corner of Inchley Road and Upper Brook Street would be demarcated for a staff parking area. The site is then bounded by a mixture of taller security fencing and lower level barriers with new landscaping and tree planting.

A proposed site layout plan can be seen below:



Consultations

Local Residents / Businesses

No letters of representation have been received for this application.

Environmental Health

Environmental Health have considered the application and can make the following comments and recommendations for conditions to be attached to any approval. The premises hours as applied for are considered to be acceptable, which include that The premises shall not be open outside 7am to 7pm Monday to Friday, 8am to 6pm on Saturdays and 10am to 5pm Sundays and Bank Holidays.

The Sandy Brown report dated 27th April 2016 reference 16168-RO1-A has been assessed in relation to the above condition. Plant noise limits have been provided based on the above criteria and taking into account the background noise assessment which MCC accept. However, the plant has not yet been identified so the condition below will need to be applied until the plant has been selected and an updated report provided to assess whether it will meet the above criteria. An assessment of any noise elements that may require a feature correction will also be made in the updated report with corrections applied. Building plant and other miscellaneous equipment such as the jet wash machine shall also be considered as part of the updated report.

This in particular relates to the workshop which may include the use of mechanical tools and may have an impact on nearby residential properties. Therefore, a condition is recommended that requests that the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council.

The Waste Management Strategy submitted with the application is acceptable for this development. Therefore, a condition requiring compliance with this strategy is recommended. Finally, whilst other legislation exists to restrict the noise impact from construction / demolition activities, this is not adequate to control all construction noise, which may have a detrimental impact on general amenity in the area. Therefore it is considered appropriate to control this impact at the planning application stage, and an appropriately worded condition is recommended.

In relation to contaminated land, a copy of the Preliminary Risk Assessment, RPS, Reference: IBR0837/REV 0/final, January 2016 has been submitted and assessed in relation to the adequacy of the desk study information available for this site, the adequacy of the site investigation, the adequacy of the final risk assessment and the acceptability of the proposed remediation strategy. The report includes a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways

and receptors and likely pollution linkages. The desk study information was found to be adequate. As a site investigation, final risk assessment or a proposed remediation strategy has not yet been submitted, an appropriately worded condition is required to request the submission of this information prior to the commencement of works on site.

Highway Services

The proposals are for the construction of a new four storey BMW motor trade dealership with associated workshop, valeting and car storage facilities. The site is accessible by public transport via bus services from nearby stops along Upper Brook Street. The proposed business hours are Monday to Friday 7am to 7pm, Saturday 8am to 6pm and Sunday/Bank Holidays 10am to 5pm. There are 101 staff currently based at the site and there is no proposal to increase staff numbers to support the increased floor space. Staff work shifts and some are part time. Adopted highway extends to the back of footway along Kincardine Road. Bollards are proposed on the Upper Brook Street frontage, these are located within the site boundary and are not located on the adopted highway.

The agent suggests that using the TRICS database (based on gfa of 3050 sqm) that would be a predicted 35 weekday 2-way trips and 45 weekend 2-way trips generated by the site. As the site is existing, it is estimated that there is an existing 25 weekday 2-way trips and 32 weekend 2-way trips. So that there would be an increase of between 10 and 12 no. 2-way trips at peak times. This predicted increase in traffic is not expected to have a material impact on the local highway network. It is also noted that the applicant's expectation of the number of visitors is significantly lower than those indicated in the TRICS database.

The recorded accident data in the vicinity of the site was reviewed for the previous 5 years. There were no recorded accidents at the site access and frontage. There were 2 'slight' recorded accidents at the nearby signalised junction. Based on the analysis provided there appears to be no significant accident history in the immediate area.

Highway Services are aware that there is potentially a right of access from the side of the Welsh Baptist Chapel through the staff car park to Inchley Road and it is intended to use this route to transfer bins to the Inchley Road highway for collection. Confirmation is therefore sought regarding the status of this arrangement and how it may be impacted by the car park layout and the proposed management of the car park barrier.

The applicant has since confirmed that there is no agreement or right of access through the staff car park for the transfer of bins to Inchley Road for collection. There is only a legal agreement for the residential accommodation to have the right to use two vehicle parking spaces within staff car park that is adjacent to the boundary between the car park and the adjoining land. There will be a barrier system in place to stop residents of the chapel site parking in the staff car park. A copy of the Licence and Deed of Variation which confirms this arrangement has been provided by the applicant. However, the site layout plan has been changed to show an amended layout to the staff car park with two spaces highlighted close along the boundary with

the Welsh Baptist Chapel site for use by the student accommodation. The boundary treatment plan indicates that the proposed automatic rising arm vehicle barrier will be controlled by a proximity card reader activation, and the Welsh Baptist Church will be provided with a card/s to enable them to gain access to the parking spaces designated for them to use. The two designated parking spaces allocated to the Welsh Baptist Church will be for their use only and no Williams staff will be parking these spaces at any time.

The proposed works to the highway to amend and reinstate the vehicle crossovers on Kincardine Road will be required to be undertaken through a s278 highway agreement, pursuant to the Highway Act 1980 and carried out at the developer's cost. It is recommended that a planning condition covering these works is attached to any subsequent planning consent. Dropped kerbs and tactile paving should be provided across the access.

Given the number of employees and the requirement to travel between various sites, it is recommended that a travel plan accompanies the application or that one is required for submission through an appropriate planning condition.

A cycle store is shown within the ground floor plans. No detail is provided regarding this facility. Given the number of staff it is recommended that circa a minimum of 20 cycle stands are proposed to encourage sustainable travel to the site.

The applicant has since confirmed that the proposed bicycle storage area can accommodate 20 cycles. The site layout drawing has been amended to show the proposed larger cycle storage area moved from the staff car park in to the main site.

Presently there are 89 car parking spaces, it is proposed that this will increase to 110 spaces, an increase of 21 spaces. Access to staff car parking (23 spaces) is from Inchley Road. The staff car park will be barrier controlled within the car park beyond the 3 student spaces. The proposed location of the barrier within the car park will allow vehicles to wait off the highway. It would be useful to understand how many staff are present on site at any one time.

The applicant has since confirmed that the proposed parking numbers have been reviewed and the 110 spaces originally stated on the application form was incorrect, and this number related to a previous version of the site layout. The actual number of spaces based on the submitted amended site plan is 91, which is comprised of 57 customer spaces (including 4 disabled spaces) and 34 staff parking spaces (including 2 for the student accommodation). It has also been confirmed that there are approximately 85 staff present at any one time.

Customer parking (57 spaces plus 4 disabled spaces) will be accessed from Kincardine Road, the existing access is to be moved further towards Inchley Road. This car park will be secured by a gate outside of business hours. As the gate will be open during business hours, the applicant suggests that no vehicles will be required to wait on the highway for access. Parking for MOT's is provided however these are by appointment only. The car park layout and spaces are considered acceptable in principle. 4 number customer parking spaces will be for disabled users, this

represents circa 7% of the customer spaces which is considered acceptable in principle.

It appears that the proposed waste storage area is located within the site adjacent to Kincardine Road and that waste will be collected from within the site and this arrangement is acceptable in principle. A swept path analysis has been provided showing 16.5m articulated vehicle reversing into the rear car park from Kincardine Road. The swept path shows the vehicle encroaching on a few of the customer car parking spaces. The applicant suggests that this situation will be managed as all deliveries are scheduled. This arrangement is considered acceptable in principle. It is anticipated that there could be on average circa 9 service vehicles per day to the site, this includes refuse collection, various recyclable collections, breakdown vehicle drop-offs and car deliveries. Deliveries of parts are proposed by rigid truck via the access from Kincardine Road which is acceptable in principle. The applicant advises that car transporters will not visit this site and it is recommended that this be conditioned as part of a servicing strategy attached to any subsequent planning consent.

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway, traffic estimates and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

Historic England

An initial response was received from Historic England on the 28th June, which included an objection to the proposals on heritage grounds in line with national legislation and policy. It was explained that the visual prominence of the former Unitarian Chapel (Grade II*) contributes to its overall setting and significance and there were significant concerns regarding the harmful impact of the proposal on this significance primarily due to the proximity, scale and aesthetically assertive design of the car dealership. Historic England stated that given the lack of great weight given to the conservation of the former chapel, and the absence of clear and convincing justification for the harm proposed, they could not support the application.

Throughout the life of this application, some web research in relation to the site was completed and a photograph was discovered from 1959 that shows what appears to be an original three storey high building on the site of the BMW showroom. The buildings appeared to be contemporaneous with the Welsh Baptist Chapel and therefore, it appears that the setting and context of the Chapel originally had a fairly substantial built up three storey frontage fairly tight to the back of the pavement.

A copy of this photograph was sent to Historic England and they assessed the proposals again in light of this new information. New comments were received and Historic England confirmed that the photograph does illustrate that in some historic views along Upper Brook Street the chapel was not of key prominence. Therefore, while the prominence of the former Chapel within its setting does contribute to its

overall significance, it is now acknowledged that this contribution is moderate. Therefore, in light of the new information, they considered the proposal to constitute a lesser degree of harm than previously stated. However, it was still considered that the greater height, greater depth, closer proximity and more visually assertive design of the proposed building would still cause harm to the setting and significance of the chapel and Historic England did not consider that clear and convincing justification has been provided for the harm proposed from a heritage perspective (paragraph 132, NPPF). Therefore, their objection still stood.

Following the receipt of these comments, the applicant responded again and produced a photo montage mixing the photograph with an image of the new building being proposed to show how the two buildings compare, and the impact that each had on the setting and visual prominence of the chapel. They also responded specifically to the comments made by Historic England in relation to the greater height, the greater depth, the closer proximity to the listed building and the visually assertive design of the development.

Historic England have since confirmed that the new information provided by the applicant is welcome, and that while they do no longer formally object to the proposal, it is advised that the local planning authority carefully considers whether the harm proposed in heritage terms meets the tests laid out in paragraphs 132 and 134 of the National Planning Policy Framework in coming to its decision, mindful of their statutory duties under the 1990 Act.

Arboriculturalist

A visit has been completed to the site and an assessment has been made of the associated documents. There are no objections to the proposals for this site from an arboricultural perspective, as the trees identified for removal are insignificant and Category C. However, it is suggested that mitigation planting should be a condition of any planning approval. This would be an opportunity to ensure that a considered planting scheme on a main arterial route into Manchester is factored into the design and grey water run-off is reduced.

Following these initial comments, a fully detailed landscaping and planting plan were submitted to company the scheme. Further comments received from the arboriculturalist stated that the amended landscaping scheme is an improvement on the original design. However, the tree selection (*Carpinus betulus* Frans fontain) has issues when it is approximately 20yrs plus, as it becomes very dense and widens considerably. Therefore, if there is any potential for the species selection to be reconsidered to consider trees which offer Spring flowers, Autumn colour and food for birds.

The applicant has now confirmed that the tree species proposed has been changed to provide more autumn colour for the site. However, due to the proposed use of the site, the applicant has stated they would be reticent to provide a tree that would blossom in spring and provide food for birds due to implications that this will have on the site.

Greater Manchester Archaeological Advisory Service

Having checked the records and considered the detailed heritage appraisal prepared by Paul Butler Associates, the GMAAS are satisfied that the proposed development does not threaten the known or suspected archaeological heritage. On this basis, there is no reason to seek to impose any archaeological requirements upon the applicant.

Greater Manchester Ecology Unit

The information submitted with the application includes an ecological survey. This survey found that no evidence of protected species at the time of survey and the site appears to have limited ecology value. The only ecological issue is therefore disturbance to nesting birds and GMEU would recommend that an appropriately worded bird nesting condition be attached to any permission if granted.

Greater Manchester Police

The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (09/05/2016 – URN: 2016/0315/CIS/01 Version A) and a planning condition should be added to reflect the physical security specification listed within the submitted Crime Impact Statement. In summary, our support for this application is dependent on the recommendations made within the Crime Impact Statement being incorporated into this proposal.

Environment Agency

The Environment Agency have no objection in principle to the proposed development subject to the planning permission only being granted if the following mitigation measures as set out in the Flood Risk Assessment (FRA) from Taylor Design Architects submitted with this application are implemented and secured by way of planning conditions on any planning permission. The FRA should have taken into account the revised climate change allowance for fluvial flood risk and set ground floor levels above the estimated flood level for the adjacent Corn brook, however, due to the low vulnerability of this proposal, the EA consider reasonable to request a condition.

The Environment Agency have been provided with a copy of the RPS Preliminary Risk Assessment Desk Study for Proposed BMW Showroom, Upper Brook Street, Manchester. Client: Taylor Design Architects. Reference: IBR0837/PRA. Revision 0. Dated: 25th January 2016 to review with respect to potential risks to controlled waters from land contamination. The current site use comprises a car showroom with vehicle servicing, mechanical engineering and car washing/ valeting facilities. A historic tank has been identified on the western boundary of the site. No information is available on whether the tank is above or below ground and it is assumed not to have been decommissioned until otherwise confirmed.

Off-site potential sources of contamination include car showrooms with vehicle servicing to the north and south. A historic cemetery was present 14m east of the site

and a textile machinery works (potentially including dyeing) was identified immediately west of the subject site. A historic tank was identified 97m north of the site. A second cemetery was also identified.

The site is in a sensitive area with respect to controlled waters. Our geological mapping shows the superficial deposits as Glacio Fluvial Deposits (a Secondary A aquifer) in the northern half of the site. The remainder of the site is shown as Till (secondary differentiated), however from the provided review BGS borehole locations previously undertaken on the site we note that no Till was identified at any location on site, instead only gravel and sand (Secondary A Aquifer) were encountered. The solid geology comprises Sherwood Sandstone Group (a Principal Aquifer). The nearest waterbody is the River Medlock, located approximately 418m north of the site.

We note that a Phase 2 site investigation and risk assessment has been undertaken and the EA largely concur with this recommendation. However, potential off-site sources of historic contamination with potential to migrate onto the site (such as the cemeteries and textile machinery/ dying works) should still be assessed at the site boreholes and analysis undertaken for the associated contaminants of concern as part of the site investigation coverage. If insufficient groundwater quantity is present to allow samples to be retrieved from the site, leachability testing should be undertaken at the borehole locations.

Therefore, the EA consider that planning permission should only be granted to the proposed development as submitted if an appropriately worded condition be included.

Informatives in relation to land contamination and waste recycling have also been recommended.

Flood Risk Management Team

The Flood Risk Management Team have confirmed that providing United Utilities have agreed with the proposed drainage connection of the surface water runoff from the site into the combined public sewer, two appropriately surface water conditions are suggested be attached to this planning application in relation to the delivery of surface water drainage works implemented in accordance with SuDS National Standards and details of the implementation, maintenance and management of the sustainable drainage scheme.

United Utilities

United Utilities will have no objection to the proposed development provided that conditions are attached to any approval in relation to foul and surface water being drained on separate systems and that a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions is submitted to and approved in writing by the Local Planning Authority. It is also recommended the Local Planning Authority includes a condition regarding a management and maintenance regime for Sustainable Drainage Systems.

Policy Context

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
 - Creating well designed places that enhance or create character.
 - Making a positive contribution to the health, safety and well being of residents;
 - Considering the needs of all members of the community;
 - Protect and enhance the built and natural environment.

- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development is considered to be in accordance with policy SP1 in that it will allow the expansion of an existing and successful commercial business in Manchester on the edge of the City Centre that will contribute towards economic growth in the City Centre. In addition, the proposal will help integrate this area of Manchester to the City Centre to ensure the continued regeneration of the area.

Policy EC3 '*The Regional Centre*' states that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

The proposal is considered to contribute towards the objectives of this policy by providing a thriving commercial within the regional centre in close proximity to the City Centre.

Policy T1 '*Sustainable Transport*' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to a range of public transport modes.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;

- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is accompanied by a Transport Statement which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport. In addition to this, the proposals include the provision of a large car park for staff and customers and 20 space bicycle store within the site that is considered to be an appropriate level of parking in this sustainable location. A condition has also been included that requests the submission of a travel plan.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposed development is considered to be a high quality scheme in terms of its design and appearance and will enhance the regeneration of the area.

Policy EN3 '*Heritage*' states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

It is considered that the proposal has been designed to minimise the impact of the new building on the character and setting of the adjacent listed building and that the overall public benefits of this scheme outweigh any harm caused.

EN4 '*Reducing CO₂ emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the

economy, growth in CO₂ emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO₂ reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms and therefore no mitigation is required.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality.

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to surface water and ground contamination and appropriately worded conditions have been included in relation to this matter.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

The site is not particularly contentious in terms of its ground conditions. Any contamination present can be adequately dealt with as a result of the proposals and appropriately controlled through condition..

EN19 '*Waste*' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled. The applicant has a clear waste management strategy for the site which will ensure that the business adheres to recycling principles. An appropriately worded condition will be applied to ensure this is adopted by the commercial use.

Policy DM1 '*Development Management*' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy E3.3 – The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The aim of this policy is to improve the appearance of the City's major road and rail routes both as an important element in improving the local environment for people living and working on or close to these major routes; to improve the image of the City in order to attract new investment and jobs; and make the City more attractive to tourists and visitors. The Council wishes to see green areas which are established alongside roads designed to a high quality and without the use of shrubs where these would form a litter trap. Where high quality open space cannot be provided then the Council will promote the site for built development.

DC19 'Listed Buildings' - In determining applications for planning applications for development having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to create a high quality development on one of the main radial routes into the City Centre, to minimise the impact on the character and setting of the adjacent heritage asset and to minimise the impact from noise sources and therefore, it is considered that the proposals are in accordance with saved UDP policies. For this and the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre.

As this development proposal includes the expansion of an existing and successful Manchester business and will create new jobs, it is considered to be in accordance with the Manchester Strategy.

Ardwick Local Plan (2007)

The Ardwick Local Plan sets out a 10 – 15 year strategy to address the area's social, economic and physical needs. This includes general policies and strategic guidance for the Ardwick area. The plan outlines that Ardwick faces a number of challenges. As Manchester lost jobs from the 1950s onwards, the population of Ardwick fell as people who had jobs moved elsewhere. However, Manchester's economy has been transformed and the city has been the focus of investment and there has been a rapid growth in jobs. During the 10 to 15 years of this Plan, there will be an estimated 100,000 new jobs created in the areas around Ardwick. Many of these new jobs will be financial and professional services, creative and media industries, and health. The main aim of the local plan is to help residents benefit from these opportunities. The City Council wants to transform areas like Ardwick into places where people choose to live and work, which attract new higher-earning residents while encouraging local people to stay in the area and benefit from the improvements. The Local Plan for Ardwick is to help guide improvements to the area by tackling long-term issues such as the poor choice of housing in the area, poor health, high levels of unemployment and low skills levels.

The vision for Ardwick is to become a successful area with attractive and distinctive neighbourhoods where people enjoy the benefits of living close to the city centre and Oxford Road. The aspiration is for this area to have high-quality housing choices for local people, high-quality shops, schools and leisure facilities, well-managed and connected neighbourhoods, access to the employment opportunities in the neighbouring universities and hospitals along Oxford Road, and to opportunities in the city centre; and safe and attractive streets and public spaces .

Central Manchester Strategic Regeneration Framework

The Central Manchester Strategic Regeneration Framework (SRF) was adopted by the City Council in 2006. The document defines the needs and priorities for Central Manchester in order to prioritise investment and activity in the area, aligning them with the major opportunities to deliver a sustainable future for the area. Central Manchester has a diverse population and areas with distinctive identities. It is well located, close to the thriving city centre and major centres of education and employment such as the universities and hospitals, Sports City and Central Park. However, many people are still missing out on prosperity and live in neighbourhoods such as Brunswick, which they feel are not as safe or attractive as they want them to be.

The main vision for Central Manchester is 'The connected cities, connected citizens'. The vision is for an area in which residents are re-connected with the opportunities available; to live in high quality neighbourhoods and enjoy the economic benefits, improved services and facilities offered by the area's dynamic and growing economy. One of the key areas covered by the Central Manchester Regeneration Framework (SRF) is Ardwick, where the application site is located. The overriding purpose of the SRF is to; Provide a strong vision for Central Manchester over the next 10 - 15 years; set a broad spatial framework within which investment can be planned and guided to make the greatest contribution to social economic objectives; reflect Manchester's Community Strategy, identifying opportunities for Central Manchester to contribute to the wider City Objectives and identify where improvements to public services can be delivered for the communities of Central Manchester, building on good practice of regeneration in Manchester and elsewhere.

Section 16 (2) of the Planning (listed Building and Conservation Areas) Act 1990 (the "Listed Building" Act")

This provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

Section 66 Listed Building Act

This requires the Local Planning Authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

"...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system"

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

"Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally"

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraphs 131, 132 and 134 of Section 12 are relevant in this case. Paragraph 131 states that in determining planning applications, local planning authorities should take account of

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 outlines that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Finally, paragraph 134 explains that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and

- reducing the need for new development to increase existing road capacity or provide new roads.

As the proposed development addresses the issues of noise, provides a high quality of design and has been assessed through the submission of a transport statement and a travel plan, it is considered that the proposals are in accordance with the NPPG.

Issues

Publicity

The proposal, by virtue of the size of the site, has been classified as a small scale major development. The application site is also located immediately adjacent to a Grade II* listed building floor and as such, the proposal has been advertised in the local press (Manchester Evening News) as a major development along with affecting the setting of a Listed Building (Former Unitarian Church). Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The nature of the proposal falls within "Urban Development Projects", however, falls below the threshold in terms of site area (1 ha) and units size (150 units).

Principle

The application site is located within the Regional Centre, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012), and forms part of the Central Manchester Regeneration area. Policy SP1 states that this area will be the focus for economic and commercial development, retail, leisure and cultural activity alongside high quality city living. Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development.

Design Quality and Appearance

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to the layout and design of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. The proposed development will revitalise a previously developed site, on this main radial route into the City Centre. The site currently does include a building of a certain age that would benefit from modernisation and improvement and is not considered to add positively

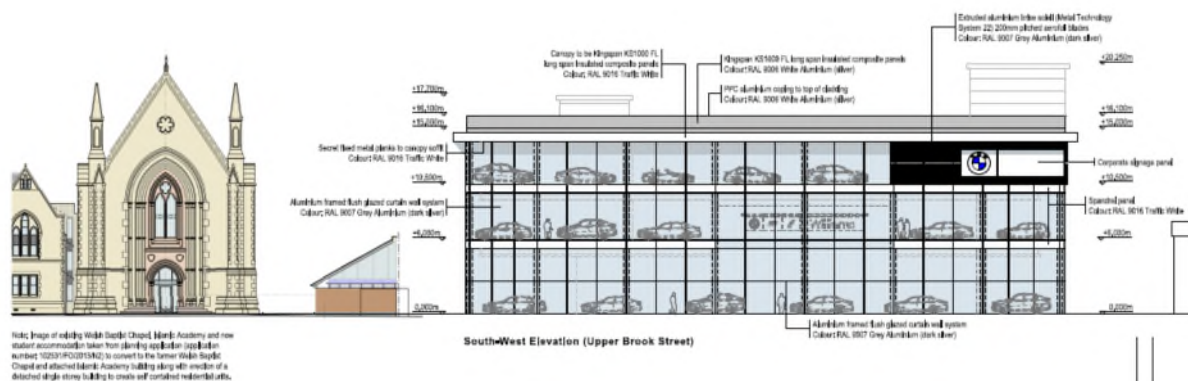
to the visual amenity of the area and, as such, this planning application provides an opportunity to improve the visual quality of this key site.

The application site is irregular in shape and wraps around the site of the Welsh Baptist Chapel. It has site boundaries with Upper Brook Street, Kincardine Road and Inchley Road. The proposed development responds positively to these road frontages by providing built form along the main frontage of the application site onto Upper Brook Street with car parking to the rear to strengthen the urban grain along this key radial route. The removal of the showroom building on the corner of Kincardine Road and Inchley Road and the replacement with car parking opens up the views of the listed Chapel from the north and eastern view points, and appropriate landscaping and boundary treatments have been proposed to soften the visual impact of the new car parking areas. The main pedestrian entrance to the building will be from within the site accessed from the new customer car park, however the front elevation of the building has been designed with large full height glazing to all four floors to create an active frontage and natural surveillance fronting this main route.

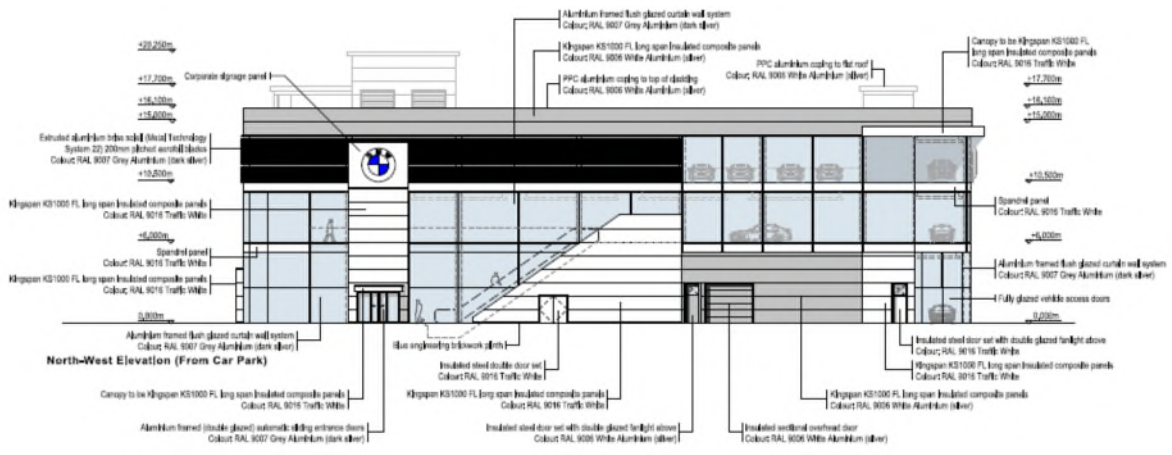
The site layout of the site can be seen in the plan provided in the Proposed Development section at the beginning of this report.

The proposed new dealership building is considered to be of a high quality contemporary design and will replace the various existing low quality buildings on the site, which are without any architectural merit. The use of large expanses of glazing will give the new building a more lightweight appearance and help to reduce the overall effect of its massing. The building has been designed to follow the corporate identity required for BMW, whilst respecting the setting of the site on a main radial route and adjacent to the listed Chapel. The front of the building will be finished in a framed curtain wall system with floors recessed behind the main façade. To the sides and rear elevation, the design also includes the use of insulated cladding panels in silver and white laid horizontally, white render separating the glazing elements from the cladding panels and then louvers coloured dark silver to the higher levels to provide the necessary ventilation to the parking decks.

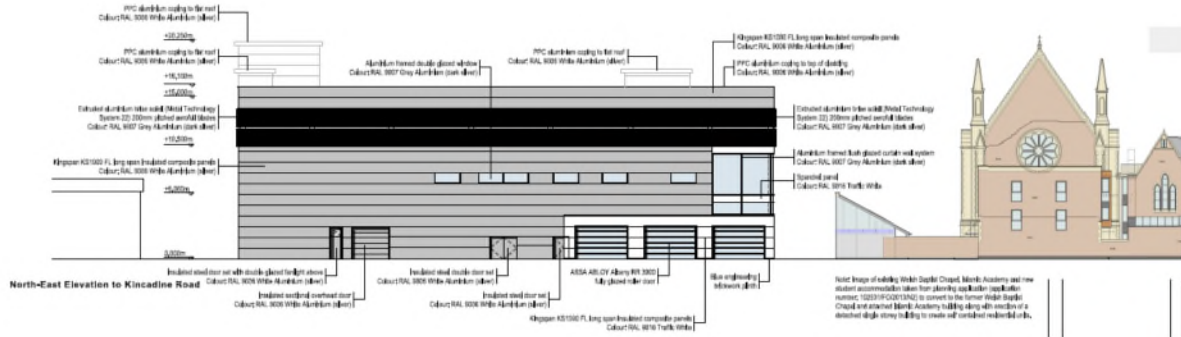
The design of the proposed development can be seen in the images below:



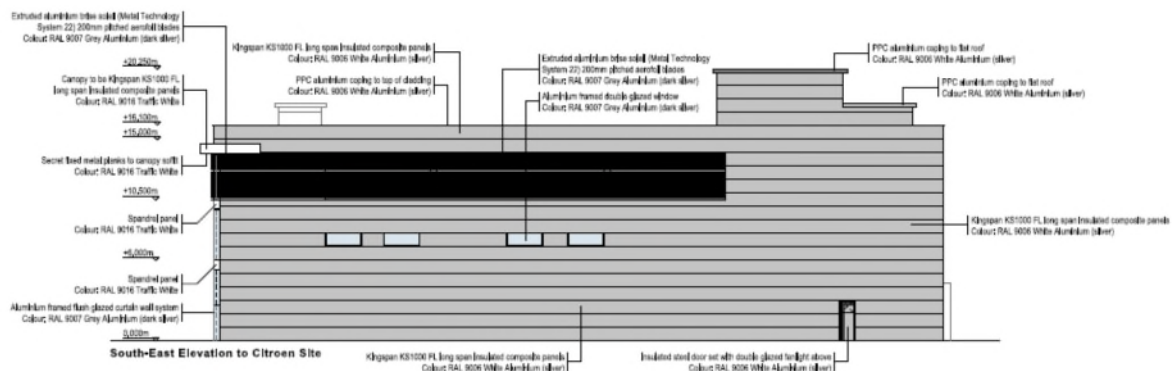
Front elevation of the development on Upper Brook Street



Side elevation of the development facing the Welsh Baptist Chapel



Rear elevation of the development facing Kincardine Road



Side elevation of the development facing the existing Citroen Garage

In terms of design and architectural quality, policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the architecture and elevational treatment creates a high quality development. The simple and regular arrangements of the elevations combined with the quality and use of materials will provide a building which will enhance and respond to the setting and distinctiveness of this area whilst also contributing towards creating a new sense of place for the regeneration area.

Scale and Massing

The application site is located on the edge of the City Centre and as such, the area immediately surrounding the site includes a number of low and higher rise residential properties and commercial buildings. There are a number of large buildings within this vicinity around the Upper Brook Street area, including the Aquatics Centre Car Park at 6 storeys high, the Alan Turing Building at 4 storeys high, the Manchester Materials Science Centre at 5 storeys high and the Schuster Building at 9 storeys high. To the rear of the site onto Kincardine Road is the student accommodation block at Kincardine Court, which is a part 5 storey part 6 storey building.

The proposal comprises one main element in relation to scale and massing and this is the new four storey car showroom building. The only other built form on the site is the car washing bays and waste store to the rear of the site. Even though the building is described as 4 storeys, the top floor is actually open and has only a parapet and some roof top plant rather than it being a fully enclosed floor with full façade and roof. The highest part of the scheme sits at 4 storeys along the Upper Brook Street boundary, which is located to the front of the site situated closest to the main radial route into the City Centre. This means that the tallest element of the scheme is located away from the nearest existing residential properties to reduce the overall impact of the scale and massing.

It is recognised that a building of this scale will mark a change in the street scene from the existing single storey car showroom and the other lower level buildings to the south of the application site. However, it is considered that the proposal responds appropriately to its context fronting Upper Brook Street where buildings of height are considered to be more acceptable. The proposed building is also no taller than the adjacent listed Chapel. As outlined above, there are a number of much taller buildings in this vicinity, especially across Upper Brook Street at the University and the Hospital. A massing analysis of the surrounding streetscape has been undertaken as part of the design process and this is outlined within the submitted Design and Access Statement. This was completed to ensure that the proposal sits comfortably within the current streetscape. The massing of the building has been designed so that it is complimentary to the surrounding buildings and generally sits within the previously approved massing.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area and future developments that may emerge within this regeneration area of the City. It is considered that the good quality design will activate this site frontage along a main radial route into the City Centre. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

Impact on Heritage

Policy EN3 of the Core Strategy, along with saved Policy DC19 of the Unitary Development Plan and section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The application site is not located within a Conservation Area, however it does wrap around the Grade II*

Listed Building known as the Welsh Baptist Chapel and attached Sunday School building. As outlined within the submitted Heritage Statement, the former Unitarian Chapel was constructed between 1837-1839 for the Unitarians, a religious group that had a strong following in Manchester during the early 19th Century. In 1837, Charles Barry was appointed architect to design and build the new Chapel on Upper Brook Street.

The first Unitarian Chapels he was contracted to design included two in Manchester, St Matthew's, Castlefield (1821) and All Saints Stand in Whitefield (1822-25), followed by two in Brighton and three in Islington. Barry also won the competition to design the new Royal Manchester Institution for the Promotion of Literature, Science & Arts (now part of the Manchester Art Gallery) in 1824.

The Chapel was one of the first dissenting chapels to have been built in the Gothic revival style, perhaps reflecting the progressive views of Manchester Unitarian circles, or the personal choice of the architect, and was the first purpose built Unitarian Chapel to be built in the region in a Gothic style. The Sunday School was added in 1887 by architect James William Beaumont. Beaumont was a very important Manchester architect who designed the town halls at Hyde and Colne as well as the Whitworth Art Gallery.

The most recent use of both the Chapel and former Sunday School was for the Islamic Academy of Manchester between 1974 and 2006, when it was used as a Mosque and teaching centre. Lack of repair and maintenance of the building's fabric led to parts of the Chapel being demolished at the start of 2006 on safety grounds including the removal of most of its roof, with scaffolding holding up some other sections. The Sunday School was also declared unsafe, but was subsequently repaired and reoccupied temporarily by the Islamic Academy.

The listed building entry describes the buildings as follows:

'Formerly known as: Unitarian chapel UPPER BROOK STREET Chorlton-On-Medlock. Unitarian chapel with attached Sunday School, subsequently Welsh Baptist church, now Islamic Academy. 1837-9, by Sir Charles Barry. Coursed squared sandstone, slate roofs. Early English style. Seven narrow bays with buttresses, a tall lancet with hoodmould in each bay; gabled west facade with giant archway moulded in 3 orders and containing a similar recessed arch with moulded 2-centred arched doorway at ground floor and 2-light window above; rose window in east gable; square corner pinnacles. Sunday School on same axis to north, attached by a link, 2-storeyed under 2-span roof, triplegabled north side with large 2-centred arched windows at 1st floor each of 3 lancet lights; canted apse to west end, lean-to porch in angle. Interior of chapel has galleries to 3 sides, ribbed vaulted ceiling. History: said to be the first Gothic Nonconformist chapel.'

The above description describes the building in 1974 when it was first listed and the buildings have deteriorated significantly since this time and therefore, the description is no longer accurate. The former Unitarian Chapel and attached Sunday School are of considerable historical and architectural interest which is reflected in the grade II* designation recognising them to be of more than special interest nationally. The

Chapel is likely to have been the first example of a non-conformist Chapel designed in a Gothic style designed by one of the most eminent architects of his day. This listed building is currently undergoing a significant redevelopment to provide high quality residential accommodation within a very unique setting. The building had fallen into significant disrepair with large sections of the building and roof missing. Therefore, the redevelopment of this site is very important in the future and ongoing presence of this heritage asset. The proposals also include the erection of a new single storey block of additional residential accommodation with a tall sloping roof along the southern boundary of the chapel site, which is immediately adjacent to the boundary with the BMW site. It is considered that the proposed redevelopment of the BMW site around the Welsh Baptist Chapel will also assist in the overall improvement to the setting of this important listed building in the ongoing regeneration of this wider neighbourhood.

The Planning (Listed Buildings and Conservation Areas) Act 1990 under Section 66 of the Act sets out the authority's general duty in respect of listed buildings in exercise of its planning functions. It states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest in which it possesses.

The above statutory framework is to be read in conjunction with Section 12 of the National Planning Policy Framework (NPPF) which relates to conserving and enhancing the historic environment. Paragraph 131 states that in determining planning applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with conservation, the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 132 goes on to outline that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater weight it should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Finally, Paragraph 134 has particular reference to this case, as it relates to where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset. It states that this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

In this case, the development proposals include the erection of a four storey building in close proximity to a Grade II* listed building and therefore, the development will have an impact on the character and setting of this listed building and views towards the chapel from the south towards the City Centre. The Local Planning Authority must decide the level of the harm caused from this impact and whether it is considered to be substantial or less than substantial. Planning Practice Guidance states that what matters in assessing if a proposal causes substantial harm, is the impact on the significance of the heritage asset and significance derives not only

from a heritage asset's physical presence, but also from its setting. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.

As explained earlier in this report, throughout the life of this application, some web research in relation to the site was completed and a photograph was discovered from 1959 that shows what appears to be an original three storey high building on the site of the BMW showroom. The buildings appeared to be contemporaneous with the Welsh Baptist Chapel and therefore, it appears that the setting and context of the Chapel originally had a fairly substantial built up three storey frontage fairly tight to the back of the pavement. Following the submission of this photograph, Historic England confirmed that while the prominence of the former Chapel within its setting does contribute to its overall significance, it is now acknowledged that this contribution is moderate. Therefore, in light of the new information, they considered the proposal to constitute a lesser degree of harm than previously stated.

In addition to the discovery of this photograph, it should also be noted that the redevelopment proposals of the Chapel site also include an element of new build accommodation along the boundary with the BMW site. This is a single storey linear block that runs the full length of this boundary and due to the design of the sloping roof, this building will have an impact on the views on the listed Chapel as seen from Upper Brook Street travelling towards the City Centre. The removal of the showroom building on the corner of Kincardine Road and Inchley Road and the replacement with surface car parking actually opens up the views of the listed Chapel from the north and eastern view points and will create a much greater reveal of the very important rose window located on the rear of the Chapel, especially from within the adjacent public park of Gartside Gardens. This will significantly improve views of the listed building and are considered to have a major positive impact on the townscape setting.

On the basis of this assessment, the Local Planning Authority considers that the development in this case causes a less than substantial amount of harm on the character and setting of this listed heritage asset.

Paragraph 134 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Planning Practice Guidance outlines that public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits. Public benefits may include heritage benefits, such as sustaining or enhancing the significance of a heritage asset and the contribution of its setting, and reducing or removing risks to a heritage asset. Historic England guidance summarises that all grades of harm, including total destruction, minor physical harm and harm through change to the setting, can be justified on the grounds of public benefits that outweigh that harm.

The less than substantial harm to this heritage asset must be given considerable importance and weight in this case and to the desirability of preserving the setting of

the Welsh Baptist Chapel. However, it is necessary to strike the balance between this harm and the other planning benefits that may arise from the regeneration of the application site and the significant visual improvement to this area that the development would bring. In relation to the proposed public benefits from the redevelopment proposals, these will include economic, social and environmental improvements through the creation of jobs, the retention of a large organisation such as BMW within the City and the benefits this brings, the loss of a number of old and unattractive buildings and structures around the listed building and on a main radial route into the City and the provision of a more attractive, environmentally sustainable and secure development on this strategic site on the edge of the City Centre.

In relation to the siting, footprint, and design of the proposals, the development has been designed to minimise the impact on the adjacent listed building. It is considered that the setting of the listed Chapel would be improved by the proposed development in all views except in the view travelling into Manchester along Upper Brook Street. However, the photograph found from 1959 shows that the former building on this site and the new building now proposed are very comparative in terms of height and proximity to the listed building. It would appear that the former and the proposed building are of approximately the same height and that the ridge of the roof of the former building would actually have been higher than the current proposals. The parapet of the new building is positioned forward of the former ridge position and this does add to the height of the façade, however it is not considered that this is in such a way that would affect the visibility of the chapel. Also, as discussed earlier in this section, the redevelopment proposals of the Chapel site also include an element of new build accommodation along the boundary with the BMW site and this building will also have an impact on the views on the listed Chapel as seen from Upper Brook Street travelling towards the City Centre.

The design of the building also contributes to the reduced impact on the adjacent listed Chapel. The use of large expanses of glazing will give the new building a more lightweight appearance and help to reduce the overall effect of its massing. The front of the building will be finished in a framed curtain wall system with the floors recessed behind the façade. The corporate signage panel will be located 4 metres behind the façade and is located on the opposite end of the building to the boundary with the listed Chapel. This again will ensure that the views through the glazing to the listed building beyond are retained as much as possible.

In terms of the depth of the new building, it does appear that the development now proposed has a greater depth than the former building. However, this does not have any affect on the views of the listed building from either direction onto Upper Brook Street and is not considered to be any more significant in terms of the views of the chapel to the rear of the site. In terms of proximity, it appears that the former street to the side of the chapel (Repton Street) ran very close to the side boundary of the chapel meaning that the distance between the former building and the listed building would only have been around 5-6m at the most, which is closer than the present siting of the proposed BMW showroom. Even if this assumption is wrong, and Repton Street passed to the side of the graveyard relating to the chapel, then this would place the former building in about the same position as the proposed BMW building. The existing site boundary between BMW and the chapel is the edge of the former graveyard. The access road to the workshop access door between the site boundary

and the BMW building on Williams site must lie over what was formerly Repton Street. As such, the north western facades of the former building and the proposed BMW building are most likely in the same position. Therefore, the new development now proposed is no closer to the listed building than the building formerly present on this site.

Based on the assessment above, it is therefore considered that the new development proposals are neither higher, perceptibly deeper, closer nor more assertive than the building that it replaces as seen on the photograph found from 1959. The proposed development also includes a comprehensive landscaping scheme with new tree planting to improve the quality and appearance of the site adjacent to the listed building and proposed sympathetic new boundary treatments in close proximity to the listed building to again protect the character and setting of this site.

Therefore, under the tests of the NPPF, it is considered that this development proposal will lead to less than substantial harm to the significance of this adjacent listed building, however this harm has been weighed against the overriding public benefits of the proposal.

Highways and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

A transport statement has been prepared in respect of this planning application which acknowledges the sustainable location of the application site particularly that the site is accessible to a range of transport modes along with close proximity to the City Centre. The statement confirms that using the TRICS database there would be a predicted 35 weekday 2-way trips and 45 weekend 2-way trips generated by the site. As the site is existing, it is estimated that there is currently 25 weekday 2-way trips and 32 weekend 2-way trips, which would constitute an increase of between 10 and 12 no. 2-way trips at peak times. This predicted increase in traffic is not expected to have a material impact on the local highway network. It should also be noted that the applicant's expectation of the number of visitors is significantly lower than those indicated in the TRICS database and therefore, the potential impact on the highway network is further reduced. Highway Services have considered the report and have agreed that the development is unlikely to generate a significant increase in traffic or have any detrimental impact on the road network given the location of the site.

The development proposals include the provision of 91 car parking spaces, which includes 57 customer spaces (including 4 disabled spaces) and 34 staff parking spaces. Access to the staff car parking area is from Inchley Road. The staff car park will be barrier controlled within the car park and it has been confirmed by Highway Services that the proposed location of the barrier within the car park will allow vehicles to wait off the highway. The customer parking area will be accessed from Kincardine Road, which will also be secured by a gate outside of business hours. As the gate will be open during business hours, the applicant suggests that no vehicles will be required to wait on the highway for access. Highway Services have confirmed

that the car park layout and spaces are considered acceptable in principle and that 4 parking spaces for disabled users representing circa 7% of the customer spaces is also considered acceptable in principle.

The application site is easily accessible by a choice of means of public transport. A Travel Plan has been requested through an appropriately worded condition that will seek to help reduce car borne trips to the Site with a number of initiatives included to help to reduce reliance on private car.

A total of 20 cycle spaces will be also created at the development within a secure cycle store within the corner of the customer car park. This is in line with the Core Strategy thresholds for a use of this nature, and given the number of staff at the site, Highway Services have confirmed that 20 cycle stands is acceptable to encourage sustainable travel to the site.

The configuration of the staff car park has been intentionally laid out to include some spaces that appear to be inaccessible if the car park is full. However, this point has been clarified by the applicant and the use of these spaces will be managed by BMW. It has been confirmed that staff using these spaces and associated spaces will be arriving and leaving at the same time due to the business working hours, and therefore, cars should not be blocked into certain spaces. Any potential issue that may arise would only affect Williams staff and this problem would be managed internally.

In relation to servicing, the applicant has confirmed that it is anticipated that there could be on average around 9 service vehicles to the site per day, and this includes refuse collection, various recyclable collections, breakdown vehicle drop-offs and car deliveries. The delivery of parts is proposed by rigid truck via the access from Kincardine Road with other deliveries also being made by an articulated vehicle. It has been confirmed that there would be only 1 delivery by an articulated vehicle per day. The applicant advises that car transporters will not visit this site. Highway Services have confirmed that the servicing strategy for the development is considered to be acceptable subject to a condition being included that ensures no car transporters visit the site.

In terms of construction, a construction management plan has been requested by Highway Services through an appropriately worded condition. This should include the phasing and quantification / classification of vehicular activity associated with planned construction, commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works in the locality.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Trees and Landscaping

Policy DM1 outlines that all development should have regard to green infrastructure including open space, both public and private. Policy EN9 also explains that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. This development includes high quality landscaping around the entire site to create a softer setting within this existing hard landscape.

It is acknowledged that the proposals include the removal of 6 trees, some areas of planting and some of the boundary hedges and shrubs. The arboricultural report submitted to accompany the application states that the trees to be lost are unremarkable specimens of very limited merit or of such impaired condition and are of low quality offering temporary and transient landscape benefits. The loss of these trees can be mitigated through the inclusion of a high quality landscaping scheme for around the new development. Therefore, a comprehensive landscaping scheme is proposed for this development that includes the planting of 11 replacement trees around the site along with new ornamental shrub planting, ornamental herbaceous planting and some areas of new grass.

The area available around the development for new landscaping is limited, due the nature of the layout of the site, the new building and necessary car parking. Therefore, the landscaping proposals mainly include new planting around the edges of the site boundaries. However, this will help to soften the appearance of the site within the surrounding neighbourhood and around the listed Chapel site.

It is considered that the proposed landscaping at the site has been well thought out and provides a good quality and appropriate setting for this good quality development. As it provides good quality green infrastructure to the benefit of this area, the proposals are considered to be in accordance with Policies DM1 and EN9.

Noise

A noise assessment has been provided in support of this application which principally considers the noise insulation requirements for the ground floor uses, predominantly the workshop and the use of mechanical tools along with any associated plant equipment. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along within saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments. The Noise Assessment completed by Sandy Brown to accompany the application has been carried out to determine the existing background sound levels in the vicinity of the application site and any surrounding noise sensitive premises. The main sources of noise from the development are considered to be noise emissions from the construction activities associated with the development, the workshop and mechanical tools, any operational plant, and the comings and goings of customers and associated vehicles.

In relation to construction, it is considered that the construction activities can take place without any detrimental impacts of amenity or highway safety provided a comprehensive construction management plan is put in place especially in relation to hours of construction works and routing strategies of construction vehicles. This would ensure that the proposal is in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

As detailed plant information is not yet available, a condition has been recommended by Environmental Health to be added to any approval.

The operating hours of the proposed business are 7am to 7pm Monday to Fridays, 8am to 6pm on Saturdays and 10am to 5pm on Sundays and Bank Holidays. Therefore, these are comparable to other business uses in the area and are not considered to be antisocial in terms of nearby residential properties. It is acknowledged that this development is to enable the existing business to expand and therefore, there will be some increase in the comings and goings currently experienced at the site. The only residential accommodation close to the site is currently located within Kincardine Court, which is a student accommodation block located across Kincardine Road. It is also acknowledged that the adjacent listed Welsh Baptist Chapel is currently in the process of being redeveloped for further student residential accommodation. However, this is a busy location close to the City Centre on a main radial route and the site will already experience a higher level of noise and disturbance. Therefore, it is not considered that the additional comings and goings from the redevelopment site will cause a significant detriment to the residential amenity of the existing properties around the application site.

Therefore, on this basis, provided that construction activities are carefully controlled and the building and plant equipment and ancillary facilities such as the car washing bays are appropriately insulated, the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Residential Amenity

It is acknowledged that there are existing residents living within a residential block to the rear of the site on Kincardine Road and there will be future accommodation located within the newly refurbished listed Chapel, and there would be an increase in the amount of development on the site compared to the single storey showrooms and parking/workshop areas. However, it is considered that the site currently includes buildings of low architectural value, so the redevelopment would improve the visual appearance of the site to the benefit of this key regeneration area on a main radial route into the City Centre.

The new building has been designed and sited to reduce the overlooking, overshadowing and overbearing impact on Kincardine Court to the rear of the site. There will be new residential accommodation windows on the side elevation of the newly refurbished chapel that will be facing the proposed development. However, the distance between the proposed development and the bedroom windows on the chapel will be approximately 18 metres and the new single storey block of residential units being built between the existing chapel building and the proposed development

will help to screen some of this accommodation. Due to the nature of the historic church windows being a tall but thin profile, the view through these windows from the adjacent site will be minimal.

The height of the scheme is taller than the existing single storey showroom, however it has been set similar to other existing buildings around it, especially on the opposite side of Upper Brook Street. It should be noted that this site is located on the frontage of this neighbourhood on Upper Brook Street and therefore, an increased height in this location is considered to be appropriate in context. It has been considered that in this inner city urban area, there is a reasonable distance between the existing and future residential accommodation, their windows and the new development and as such, these impacts are not unduly harmful to outweigh the redevelopment of the site the contribution this proposal can make to the ongoing regeneration of this area of the City.

Therefore, it is considered that this site will benefit from a well designed good quality building, and that the development will not create a significant adverse and harmful impact on the outlook experienced from the residential property windows. The minor impact on some of these properties will be outweighed by the significant improvement to the environment within this immediate area. Therefore, it is considered that the proposals are in accordance with Policy DM1 of the Core Strategy.

Ecology

A key requirement of policies EN15 and DM1 is to ensure that applicants identify, enhance and restore impacts from developments on local habitats. Therefore, the planning application has been accompanied by an Extended Phase 1 Habitat Survey, which assesses the potential impact of the development on local ecology and nature conservation. Cheshire Ecology Ltd. has undertaken the ecological assessment of the application site and have concluded that there is no evidence of any protected species within the site boundary. The neighbouring Chapel site would normally be considered to have bat potential, but a 2015 survey by another consultant found no evidence of bats. As there was no evidence of any invasive species on the site, there are no recommendations for any further surveys or mitigation measures.

The scheme does include the removal of some trees around the site and therefore, the only ecological issue is the potential disturbance to nesting birds. On this basis, a condition is recommended that controls the removal or works to any hedgerows, trees or shrubs during the main bird breeding season.

In light of the above conclusions, Greater Manchester Ecology Unit has raised no objections to the proposal and therefore the proposal complies with policies EN15 and DM1 of the Core Strategy.

Waste Management

A major development of this nature will generate a significant amount of waste which will need to be managed on a daily basis. Policies EN19 and DM1 of the Core

Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste.

A waste management strategy has been submitted to accompany this application, which outlines that the development will have a dedicated, covered and lockable waste storage area provided to the rear of the site. A swept path analysis has been provided showing the space allocated for the manoeuvring of waste vehicles.

In relation to the nature of the waste, the waste management strategy outlines that vehicles are delivered to the end customer without packaging. BMW use covered rail wagons or protective film for transporting vehicles to the dealership. All protective film is recycled after use. When parts are shipped to regional distribution centres, any packaging materials (packaging materials for transport and parts protection for separate parts) are professionally disposed of there. It is noted that the regional distribution centres are not the retailers. Packaging is removed as far as possible before reaching the local retailers. In the further supply chain from the regional distribution centres to the BMW Group dealerships, responsibility for disposal of packaging materials lies with the dealership. Customers who purchase spare parts or lifestyle articles can return the packaging material to the BMW Group dealership.

Parts are delivered either on timber pallets or more frequently in steel cages. The pallets and cages are delivered to site, emptied during the day and are collected empty at the time of the next parts delivery next day. Waste that is produced as parts packaging includes paper, plastic films, and plastic bottles, that are separated into individual waste stream bins at the point that they become waste at the parts issue counter in the workshop. Any defective parts are collected by BMW for analysis. Worn-out parts are separated in a waste store on site, and are separated into metals, batteries, oils, and anti-freeze. Each waste stream in collected individually on a contract arranged by Williams.

All general waste produced by the sales operation and customers is typical of waste produced in an office environment. Paper and cardboard is recycled along with similar waste produced by the workshop. Printer cartridges are recycled for re-use. There is no arrangement for Williams to prepare food for staff on the site, and staff arrange to bring their own food in for lunches. There is limited food produced on the premises for customers waiting for their cars to be serviced, but this is made (e.g. sandwiches) on demand and waste is kept to an absolute minimum.

Williams operate a system of water recycling for their on-site wash bays, that not only limits the amount of fresh water needed to top up the wash cycle (primarily for rinsing), but also retains the cleaning agents in the water, meaning that far less is discharged into the public sewer system.

Williams have a contract to collect general waste from the site. There are two collections for the week which are Tuesday and Friday at present. Recyclable Materials are collected once a month. There are individual collections for waste oils, oil filters, tyres, batteries, anti-freeze, metals, paper and cardboard, plastics. In terms of vehicles, there are no end of life vehicles processed through this site. In relation to the storage of waste, all waste is separated into recyclable containers as close as possible to where it is produced. Offices have receptacles for paper, plastics and general waste, as does the workshop, canteen and parts department.

The arrangements outlined within the submitted Waste Strategy ensure that waste is contained within a specified area. There is also a clear commitment and drive to recycle and the measures that will be put in place to do this are acceptable. Environmental Health have confirmed that the submitted waste strategy is considered to be acceptable and the proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

Drainage

In April 2015, the Government made changes to the National Planning Policy Framework which made Sustainable Urban Drainage Systems (SuDs) a material consideration in the determination of planning applications for major developments. Policy EN14 also states that developments should seek to minimise the impact on surface water run off in a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exacerbate local flooding problems.

As such, a Flood Risk Assessment has been prepared by Taylor Design Architects in support of the application, which assesses the potential risk of flooding at the site and provides a drainage strategy. In terms of risk of flooding, the Strategy outlines that according to the Environment Agency's Flood Map, the majority of the development site falls within Flood Zone 3, with the southeast strip and northwest corner of the site falling within Flood Zone 2.

With the building use being retail (motor vehicle), the nature of visitors to the site will be transient, with a large number of employees based on-site during opening hours. It has been confirmed that Williams BMW will prepare and implement an improved evacuation plan, where all building occupants can be evacuated to Flood Zone 1 in the event of flooding. This system is considered to be appropriate and feasible. The proposed building has 4 levels, with the fourth level being rooftop parking. The first floor will be 5.9m above the existing ground floor level and there will be dry emergency access to upper levels for all occupants above ground floor level for the lifetime of the development. Flood compensation is not considered necessary, as the proposed building area is just 50m² more than the existing buildings on the site.

A drainage strategy and SUDS appraisal will be developed by a specialist Structural Engineer as part of the detailed design. The residual risk flood setting on this site has been taken into account and it is proposed that flooding can be managed in terms of resilient measures, evacuation to Flood Zone 1 and emergency refuge. Based on the likely flooding risk, the proposed redevelopment of the BMW site on Upper Brook Street can be constructed and operated safely in flood risk terms, without increasing flood risk elsewhere.

The submitted Flood Risk Assessment has been considered by the City Council's flood risk management team, the Environment Agency and United Utilities who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of

the implementation of sustainable urban drainage principles at the site along with their future management. Therefore, it is recommended that conditions of the planning approval are that such details are considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability

Paragraph 95 of the NPPF advises that to support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings; and when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards. Further to this, Paragraph 96 states that local planning authorities should expect new development to: comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

Therefore, the application is supported by a BREEAM pre-assessment report. The report concludes that pre-assessment demonstrates a potential strategy for achieving a 'Very Good' rating for the proposed new motor showroom development. An expected BREEAM score of 61.5 % 'Very Good' BREEAM rating will be achieved if the recommendations in the report are followed. There are certain credits which require early action during RIBA Stages 1 & 2 and these are highlighted in red text in the report. A target higher than the minimum 55% required to achieve a BREEAM 'Very Good' rating is aspired towards in order to allow for any unforeseen circumstances that may result in credits targeted at the Design Stage not being possible to achieve in the Post Construction assessment. This pre-assessment looks at the BREEAM issues on a site-wide basis and considers the scope of the base-build shell only development. It is suggested in the report that a dedicated BREEAM meeting with the project team members is organised where the issues can be discussed in detail and delegation of credit responsibility would be proposed, thereby

committing the relevant design team member to ensure that the requirements are incorporated into design and build specifications and are subsequently delivered. A specific set of BREEAM criteria for Motor Showrooms is currently in development and it has been confirmed in the report that this project may be selected to enter the pilot scheme.

As it has been confirmed that a 'Very Good' rating will be achieved in regards of this development, the development is considered to be acceptable and in accordance with Core Strategy policies. This rating is acceptable and it is therefore recommended that this forms part of the conditions of the planning approval.

Crime and Security

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety.

The Statement outlines a number of positive attributes to the proposal including that the proposed development will be enclosed with a secure paladin style boundary treatment and sliding gates will enclose the parking area, there are lockable access gates restricting access to the rear of the building, from the front, preventing would be criminals or antisocially minded accessing the rear/sides of the building where they could potentially carry out criminal acts or generate disturbance, the bollards on Upper Brook Street would prevent any potential ram-raid style attacks on the glazed façade of the proposed showroom building, the service yard is separately secured with a sliding vehicular access gate, the proposed building is free of any deep recesses and is generally uniform in nature; providing no areas of concealment for offenders or those antisocially minded and that the plans indicate that cars will not be stored on a traditional open forecourt, but within the building, which reduces the potential for criminal activity.

The Statement goes on to provide points for further consideration including advice on the security for the staff car parking area and the need for CCTV, the storage of cash and car keys in a secure room, suggestions for how protect car items such as alloy wheels, controlling access to staff areas and site wide lighting. Therefore, it is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Preliminary Risk Assessment (Desk Study) Report has been undertaken and submitted to support the application. This concludes that potential source – pathway – receptor linkages may be present on the site in relation to the current operation of vehicle repair workshops and the possible presence of a tank on the application site. An intrusive site investigation and quantitative risk assessment should be carried out

if the site is redeveloped to ascertain if the source – pathway – receptor linkages are present.

The initial site appraisal report has been considered by Environmental Health. They have recommended that further investigation works are required, and therefore it is recommended that a condition of the planning approval is that these further details should be submitted. Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Inclusive Access

The proposed development has been designed to be fully inclusive in terms of access for both customers and members of staff. There is step free access into the development on the ground floor and all floors above the ground level can be accessed by a number of different lifts and a set of escalators in addition to the stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender. There are also four disabled car parking spaces immediately adjacent to the main entrance.

Construction management

Due to the location of the application site along a main radial route into the City Centre and close to existing residential properties, it is considered important in order to ensure that there are limited impacts associated with the construction activities. Therefore, it is recommended that a construction management condition is imposed on this application. If permission is granted then a fully detailed Construction Project Management Plan will be required for submission for consideration and approval.

It is considered that the construction activities can take place without any detrimental impacts of amenity or highway safety provided a comprehensive construction management plan is put in place in order that the proposal is in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Conclusion

Under the tests of the NPPF, it is considered that this development proposal will lead to less than substantial harm to the significance of the adjacent listed building, however this harm has been weighed against the overriding public benefits of the proposal. The proposed development has been designed to minimise the harm on the setting and character of the listed Chapel and also includes a comprehensive landscaping scheme with new tree planting to improve the quality and appearance of the site adjacent to the listed building and proposed sympathetic new boundary treatments in close proximity to the listed building to again protect the character and setting of this site.

The proposal will see the redevelopment of a brownfield site where the buildings are currently of poor architectural quality, within the heart of one of Manchester's key

regeneration areas. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents. Matters of car parking, cycle parking, highways, noise, ecology, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the 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:

Drawings

5409 100 Rev P1
5409 200 Rev P1
5409 201 Rev P1
5409 203 Rev P1
5409 204 Rev P1
5409 205 Rev P1
5409 206 Rev P1
5409 300 Rev P1
5409 301 Rev P1
5409 303 Rev P1
5409 304 Rev P1
5409 305 Rev P1

received by email on the 4th April 2016

5409 100 Rev P2

received by email on the 25th April 2016

TD5409_101 Rev P2

received by the Local Planning Authority on the 1st August 2016

5409 102 Rev P1

received by the Local Planning Authority on the 25th August 2016

2621 101 Rev B

2621 201 Rev B

received by the Local Planning Authority on the 7th September 2016

Documents

Design and Access Statement

Flood Risk Assessment

Comparative View Analysis Report

received by the Local Planning Authority on the 7th April 2016

Preliminary Risk Assessment

received by the Local Planning Authority on the 27th April 2016

Acoustic Report

received by the Local Planning Authority on the 5th May 2016

Bat Survey

Breeam Pre-Assessment Report

received by the Local Planning Authority on the 17th May 2016

Crime Impact Statement

received by the Local Planning Authority on the 18th May 2016

Heritage Statement
received by the Local Planning Authority on the 26th May 2016
Transport Survey
received by the Local Planning Authority on the 27th May 2016

Operational Management Plan
Waste Management Plan
received by the Local Planning Authority on the 7th June 2016

Habitat Survey Report
Arboricultural Survey
received by the Local Planning Authority on the 28th June 2016

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

3) Based on the principles outlined within Section 4.8 Materials within the Design and Access Statement completed by Taylor Design Architects stamped as received by the Local Planning Authority on the 7th April 2016, prior to the erection of the above ground structure of the development hereby approved, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing refs 2621 101 Rev B and 2621 201 Rev B, 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 Core Strategy.

5) a) The development hereby approved shall be constructed in accordance with the following documents: Preliminary Risk Assessment, RPS, Reference: IBR0837/REV 0/final, January 2016.

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 the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

6) a) Prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale.

b) Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of a sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- 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 approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, details are to be provided that further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

8) The proposed development hereby approved shall only be constructed in accordance with the Flood Risk Assessment (FRA) completed by Taylor Design Architects stamped as received by the Local Planning Authority on the 7th April 2016, which includes the following mitigation measures necessary for the development; Flood proofing measures on the ground floor level; the identification and provision of safe routes into and out of the development site to an appropriate safe haven, and the preparation of an emergency evacuation plan, including the registration with Floodline to receive a Flood Warning for the Medlock as an area of interest.

Reason - To reduce the increased risk of flooding, pursuant to policy EN14 of the Core Strategy, and guidance outlined within the National Planning Policy Framework.

9) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Hours of working;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) No trees shall be felled, or have any works undertaken on them, during the bird nesting and bat breeding seasons (March to September inclusive), unless otherwise agreed in writing with the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

11) The premises shall not be open outside the following hours:-

7am to 7pm Monday to Fridays
8am to 6pm on Saturdays
10am to 5pm on Sundays and Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

12) Before any use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

13) Before first occupation of the development hereby approved, the externally mounted ancillary equipment shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The development shall then be completed in accordance with the approved scheme and retained as such for as long as the building is in use.

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

14) The development hereby approved shall be completed and operated in accordance with the Waste Management Strategy completed by Taylor Design Architects stamped as received by the Local Planning Authority on the 31st May 2016 and as shown on the approved site plan numbered ref TD5409_101 Rev P2, stamped as received by the Local Planning Authority on the 1st August 2016. The refuse arrangements shall be put in place prior to the first use of the development and remain in situ for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

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

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Core Strategy.

16) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details shown on the drawing numbered TD5409_101 Rev P2 received by email on the 1st August 2016. The approved space and facilities shall then be retained and permanently reserved for bicycle parking as long as the building is occupied.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T2, SP1 and DM1 of the Core Strategy.

17) Prior to the development hereby approved being first occupied, elevational drawings and specifications for the proposed secure cycle store shown on the proposed site plan numbered TD5409_101 Rev P2 received by email on the 1st August 2016 shall be submitted to an approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with approved drawings prior to the first occupation of the accommodation hereby approved and shall thereafter be retained and appropriately maintained as long as the building is occupied.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

18) Prior to the first use of the development, a scheme of highway works in relation to the amendment and reinstatement of vehicle crossovers on Kincardine Road and the necessary dropped kerbs and tactile paving for these crossovers shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

19) The development hereby approved shall be operated in accordance with the access strategy for the adjacent residential accommodation as outlined within the emails from Taylor Design Architects received on the 1st August 2016 and 12th September 2016 and as shown on the site plan numbered TD5409_101 Rev P2 received by email on the 1st August 2016 in relation to the access across the application site for car parking and waste collections.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

20) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

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

21) The development shall only be operated in accordance with the Transport Statement Report Ref No. J720/TS dated May 2016 stamped as received by the Local Planning Authority on the 27th May 2016 in that there shall be no car transporters visiting the site at any time.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

22) This permission does not relate to or give consent for the advertisements/signs as shown on any of the approved plans or documents submitted to the City Council.

Reason - For the avoidance of doubt and in the interests of visual amenity, pursuant to policies SP1 or DM1 of the Core Strategy.

23) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 9th May 2016, stamped as received by the City Council, as Local Planning Authority, on the 18th May 2016. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

24) The development hereby approved shall be carried out in accordance with the Breeam Pre-Assessment Report prepared by CHB Sustainability stamped as received by the City Council, as Local Planning Authority, on the 17th May 2016. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111744/FO/2016/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

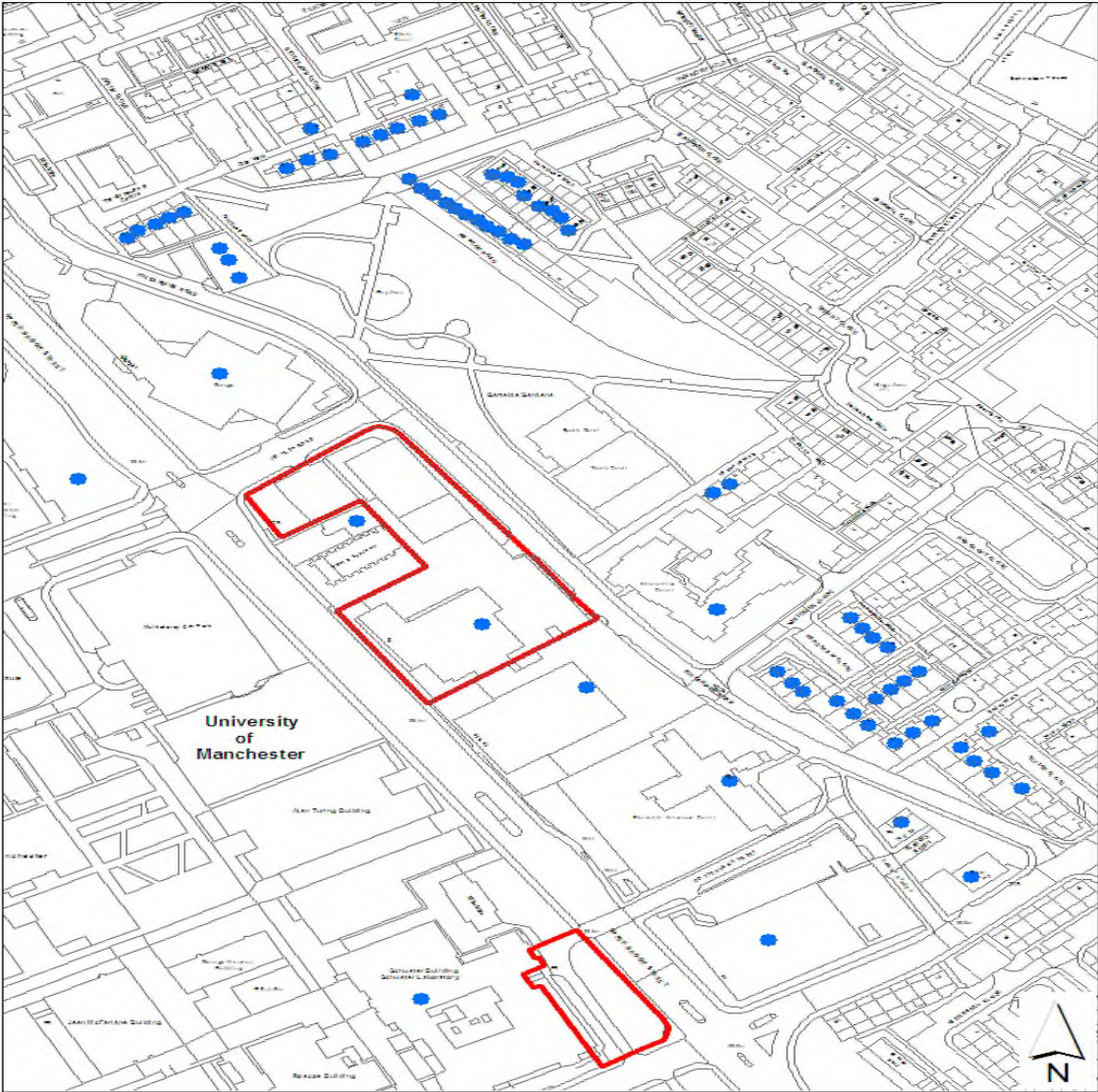
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police

Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

Relevant Contact Officer : Jeni Regan
Telephone number : 0161 234 4164
Email : j.regan@manchester.gov.uk



□ Application site boundary ● Neighbour notification
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