

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
118538/OO/2017	12th Jan 2018	20 <sup>th</sup> Sep.2018	Crumpsall Ward

**Proposal** Outline application for development comprising: Erection of a commercial vehicle MOT and maintenance facility and provision of associated vehicle storage area with all matters to be considered, together with an outline application with all matters reserved except for means of access for up to 8,537m<sup>2</sup> of employment uses (B1/B2/B8).

**Location** North Manchester Business Park, Land Off Brightside Road, Manchester

**Applicant** Mr Nic Evers, Salford Van Hire Ltd, C/o Agent

**Agent** Mrs Rhian Smith, HOW Planning, 40 Peter Street, Manchester, M2 5GP

### **Description**

The application site relates to a section of land forming part of North Manchester Business Park, also known as the former Old Blackley Works, and forms an area measuring approximately 8 hectares.

The brownfield site is bounded by an industrial estate to the north and residential dwellings and a waste paper recycling centre to the south. The eastern boundary is flanked by the River Irk, with residential properties beyond. To the west, the site is adjoined by North Manchester General Hospital, which due to the topography of the land, is located at a significantly higher level than the site, with a swathe of steeply sloped vegetation in-between.

Access to the site is achieved via an access spur off a roundabout along Brightside Road and was constructed as part of a previous planning permission. The southern perimeter has been partially secured with a painted timber hoarding and access gate.

Much of the site is covered in rough grassland, self-seeded vegetation and trees. The eastern part of the site is occupied by a large number of parked HGVs and other vehicles associated with the temporary use of land for creation of commercial vehicle storage area (sui generis) approved under planning permission 113298/FO/2016. This use has been operating since early 2017.

The site which is allocated for employment purposes, relates to a former chemical works which historically manufactured organic dyes. As a consequence, the site became heavily contaminated, although in recent years, the land has been remediated with layers of land which has been capped off.

The wider area surrounding the site is largely residential in character, interspersed by small and medium scale employment/commercial uses and areas of open space.

The proposed development comprising the following elements:

- Outline application for the erection of a (2,571m<sup>2</sup>) commercial vehicle, MOT and maintenance facility (Class B2) with all matters to be considered, incorporating an associated gatehouse, vehicle fuelling area, vehicle washing area, staff car parking and vehicle storage area (Class B8). The proposed facility is for use by commercial operators rather than the general public.

The development will comprise a predominantly single storey building with some office elements and storage at first floor level for the servicing, maintenance and VOSA testing of the Salford Van Hire fleet. In addition it is proposed that there will be a manned gatehouse to control access to the site, a canopied fuelling area and screened washing area, staff and visitor parking areas and a large area dedicated to vehicle storage.

- Outline planning permission with all matters reserved except for means of access for up to 8,537m<sup>2</sup> of employment uses (Classes B1/B2/B8). The indicative plans show a series of single storey, double height buildings totalling 8,537 sqm together with combined parking and servicing areas. At this stage, the building and site parameters have been designed to offer flexibility in format which could include the future construction of mezzanine storage areas or offices space.

The proposed development associated with the detailed element of the proposal is to be located in the northern and eastern parts of the site, whilst the outline elements are situated to the western part of the site. Access to the entire development is from the access spur from Brightside Road to the south.

## **Background**

The application site has had a mixed history including planning permission for remediation works, housing, outline permission for industrial development comprising Class B1, B2 and B8 uses and temporary planning permission for the storage of vehicles associated with the operations of Salford Van Hire Ltd and for which part of the current application seeks a permanent facility,

The outline application was one of three, separate applications covering the former works, with planning permission for residential development on the other two areas of the former works having been implemented. It is understood that issues surrounding substantial land contamination have prevented the current site from being brought forward for residential development.

The consented redevelopment schemes were approved subject to the provision of an improved access arrangement from Waterloo Street to serve both the employment area known as North Manchester Business Park and the adjacent redevelopment off Celia Street. Parallel applications were submitted for both the residential and employment schemes.

The access arrangement from Waterloo Street was approved as part of the residential application. The means of access was considered to be fixed as part of both applications, in order to ensure adequate provision for the relationship between the residential and commercial areas of the former works site.

Based on the above history and its location within North Manchester Business Park, the application site is considered appropriate for an employment generating use.

As a consequence, the applicant, Salford Van Hire Ltd (SVH) procured the entire site (approx. 8 ha) known as Manchester Business Park and which the current application site relates to.

The company prior to this explored and assessed various options for obtaining suitable land for their operations throughout the north-west of England. SVH subsequently purchased the application site, in the hope of investing in job creation and the local economy in order to stay in an area in which it has been situated for over 50 years.

The current application forms the next phase of a wider strategy for the redevelopment of the entire site for their operations and follows the drawing up of a masterplan which was submitted alongside the temporary permission.

## **Consultations**

Local Residents/Occupiers – 6 representations have been received from local residents who object to the proposed development. Comments are summarised below:

- The proposed development is an inappropriate land use in proximity to adjoining residential development.
- The proposed development would exacerbate traffic congestion on nearby roads at peak time. Notably, Slack Road and Hazelbottom Road.
- The local roads are narrow and congested and additional HGV traffic could jeopardise highway safety, particularly due to the proximity of a nearby school.
- The local roads are in a poor state and additional traffic will worsen their condition.
- The development will have a major impact on views from the windows of local houses.
- The proposed development is an eyesore. SVH have raised the ground level above the boundary fence which now provides an unsightly view of lots of white vehicles.
- There is concern about the impact of queuing vehicles accessing the site.
- There is no demand for this kind and scale of business in the area.
- It is questioned how the excavation of the underground storage tanks will impact on the existing carbon disulphide issue.

- There is inadequate local public transport infrastructure to support employment uses on this site as the local areas is poorly served by public transport.
- There is concern that noise arising from the proposed use would affect the amenity of local residents.
- Local residents must not be put at greater risk of flooding than that which existing presently.
- It is critical that sensible business hours are stipulated as part of any planning approval due to the neighbouring houses. Unsociable hours would have a detrimental impact on local residents.
- Details of the perimeter fence should be made clear.
- The landscaping should be more substantial and mature than that currently proposed.

Environmental Health – No objection in principle. Conditions are suggested with respect to servicing hours, hours of operation, waste management, acoustic insulation, the submission of a Noise Management Plan, external equipment and air quality.

Highway Services – It is noted that the access arrangement from Waterloo Street was approved as part of the residential application. The means of access was considered to be fixed in relation to a previous planning permission, including the need to make adequate provision for the relationship between the residential and commercial areas of the former works site.

The applicant has provided information regarding the proposed vehicle hire / storage movements at the site including MOT, maintenance and staff related trips. The site is for use by commercial operators and not the general public.

The applicant has also provided junction assessments which indicate that junctions in the locality of the site can operate within capacity in future year scenarios.

Following the submission of additional information, Highways have confirmed the access and parking arrangements are acceptable and no objection is raised in terms of trip generation.

As discussed previously as part of the temporary permission for the vehicle storage facility, it is recommended that the applicant reviews and provides improvements accordingly for the following:

- The existing highway layout on Brightside Road and spur access road. This will require the relining / introduction of give-way markings and existing TROs adjacent to the roundabout which provides access / egress to the site.

- In terms of the roundabout, there appears to be a lack of road markings to indicate the roundabout alignment, give-way marking, stop lines etc. There may also be the requirement for physical features on the entry / exit arms to the roundabout.
- The stacking capacity of the right turn pocket on Waterloo Street to accommodate articulated vehicles.

All of the works required to achieve the above and any additional mitigation measures should be included as part of a S278 agreement via an off-site highways condition, to be funded by the applicant. The applicant has agreed to such measures.

An Interim Travel Plan has been submitted as part of the application which is supported in principle. However it is recommended that a Full Travel Plan is developed for both sites which details initiatives, monitoring and targets with set deadlines.

Further, a Construction Management Plan should be provided by the applicant prior to any construction works beginning, as well as parking management plan, parking layout plan and service management plan. These requirements should be conditioned.

Contaminated Land – The submitted Preliminary Desktop study is considered adequate. Further information will be required in relation to site investigation, any remediation, final risk assessment and verification of agreed measure following the completion of site works.

Greater Manchester Police (Design for Security) – The proposal is supported subject to the proposed development being designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement. A condition should be added to reflect the physical security specifications listed within the statement being implemented.

Flood Risk Management – A condition is recommended which requires the submission of details of surface water attenuation, run-off volume in the 1 in 100 year, an assessment of overland flow routes for extreme events that is diverted away from buildings, evidence of pollution control measures and hydraulic calculations. Following implementation of agreed measures, the submission of a verification report is required.

As part of the development site is situated within Flood Zone 3, it is advised that the Environment Agency should provide feedback on fluvial flooding, including the design of finished floor levels and compensatory storage.

Environment Agency – Following extensive liaison between the applicant and the Environment Agency, which has included a number of revisions to the submitted Flood Risk Assessment (FRA), the Environment Agency are satisfied that the submitted FRA demonstrates that the proposed development will not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere. As such, there is no objection.

It is advised that the proposed development must proceed in strict accordance with the submitted FRA and the mitigation measures identified. Part of the mitigation measures include the lowering of ground levels in the yard area.

The revised drainage and landscaping design is also welcomed. Opportunities to expand riverside greenspace corridors should be realised to maximise environmental value.

Greater Manchester Archaeological Advisory Service – In this instance it is not believed that the nature and extent of potential archaeological remains relating to this development warrant any archaeological mitigation.

Arboriculture – No objection to the proposed development from an arboricultural perspective.

Greater Manchester Ecology Unit – The survey works have been carried out to an appropriate level. Conditions are advised to ensure clearance work is not carried out during the bird breeding season and that invasive species including Himalayan Balsam and Japanese Knotweed are contained and removed to an agreed protocol.

United Utilities - No objection. Conditions are advised with respect to foul and surface water drainage.

Irk Valley Coordinator – As outlined in the Irk Valley Local Plan, there is an aspiration for an attractive linear recreational route along the river and the application presents an opportunity to link Manchester city centre and the Lower Irk Valley to the south with Blackley Forest and Heaton Park to the north.

The River Restoration Centre have recently carried out a survey of the River Irk and identified the opportunity to remove hard bank protection on this site and incorporate green space adjacent to the river to provide better habitats, flood risk areas and community benefits. There is also an opportunity to introduce more sinuosity into the watercourse and create more natural conditions.

## **Other matters**

### **Consultation & Publicity**

The proposal, by virtue its site area has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice was also displayed at the application site and notification letters have been sent to neighbouring, nearby residential occupiers.

### **Environmental statement**

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) requires that any proposed development falling within the description of a Schedule 2 development, as defined by the Regulations, will be

subject to an Environmental Impact Assessment where such development is likely to have significant effects on the environment.

Due to the size and location of the site (approx. 8 hectares) and the nature of the development, the proposed development falls under the category of an infrastructure Project' listed in schedule 2 of the regulations.

In summary, the proposed development is not considered to have a significant environmental impact and any impact is likely to be of a localised, low adverse or negligible impact only.

The screening opinion issued by the City Council confirms that an EIA is not required for this proposal.

## **Policy**

### **Local Development Framework**

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'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) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EC1 (Employment and Economic Growth in Manchester) looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC3 (Regional Centre) – states that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged.

Policy EC4 (North Manchester) states that north Manchester is expected to provide approximately 14ha of employment land.

The key development opportunity in the area is:

1. City Centre Fringe suitable for office (B1a) led mixed use development:

- Strangeways
- Collyhurst

2. Significant existing employment and economic development is found in:

- Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution.
- Collyhurst, north of City Centre Fringe, an area with a number of major employers
- Cheetham offering cultural facilities, such as museums.
- Manchester Fort Retail Park
- North Manchester Business Park

The Council will promote development which has had regard to:

- The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes;
- Metrolink and proposed extension and new stops;
- Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford;
- The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.

Policy T2 (Accessible Areas of Opportunity and Need) 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, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.



Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN15 (Biodiversity and Geological Conservation) - The Council will seek to maintain or enhance sites of biodiversity and geological value. 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.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy 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.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

#### Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy BM2 (Irk Valley) states that the Irk Valley, will continue to be subject to policies aimed at environmental improvement and recreational development and no building will be permitted in this area which would damage the open character of the valley or its existing wildlife habitats. It goes on to state that improvements will be made not just to benefit nearby communities, but also to produce linear pedestrian and cycle routes through the valley with the route being positioned near to the river wherever practicable.

Policy CC11 (Industrial and Commercial Uses) refers to areas of former industrial land in the Lower Crumpsall area of the Irk Valley and states that the City Council will permit business or residential development, together with landscaped open areas. Any development should seek to enhance the Irk Valley as a strategic 'green finger'. Close to the river itself, any development will be required to be of a high quality and be set back from the river bank in or to provide for improved access.

Policy DC26 (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.

Irk Valley (2010) - is a City Council document which outlines a strategy to realise the value of the Irk River Valley as an important natural landscape within North Manchester. It builds on previous studies and envisages all open space forming a regional park network, for the current and future community. It is integral to Manchester City Council's commitment to sustainable regeneration, supporting people and delivering Council's strategic objectives. Connecting, improving, restoring, protecting and promoting the Irk Valley and open space in North Manchester will assist in creating physically, socially and environmentally sustainable communities. The application site falls within Action Area Plan 4 – Middle to Upper Irk Valley – Waterloo Street to Delaunays Road.

#### The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability. This guidance is relevant not only to permanent development, but also to temporary uses such as that proposed in this application.

#### The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the

years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

### Greater Manchester Spatial Framework (GMSF)

The Association of Greater Manchester Authorities (AGMA) is preparing a sub-regional spatial framework in order to prepare a vision for a better, more productive and successful Greater Manchester.

The draft plan is at early stage of preparation, but it sets out a number of key strategic approaches and issues and objectives that a successful Greater Manchester needs to address in the coming years.

### National Planning Policy Framework (2018)

The central theme to the revised 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.

The Framework underlines 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.

Relevant to this application, Section 6 provide guidance in relation to ‘Building a Strong Economy’, Section 11 underlines the need to ‘Make Effective Use of Land and Section 12 provides design guidance – ‘Achieving Well-Designed Places’ and within Section 14 ‘Meeting the Challenge of Climate Change, Flooding and Coastal Change, guidance is provided in relation to flood risk.

### National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

*Noise* - 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.

*Air Quality* – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered to be acceptable.

Saved policy CC11 of the Unitary Development Plan indicates that in areas of former industrial land in Lower Crumpsall area of the Irk Valley, the City Council will permit business or residential development.

Policy EC4 of the Core Strategy also applies to the proposed development. It states that north Manchester is expected to provide around 14ha of additional employment land during the plan period (to 2027) and that significant existing employment and economic development is found in the North Manchester Business Park.

The policy goes on to state that development will be promoted if it has had regard to a number of matters, including connections to key pieces of transport infrastructure and connecting major employment opportunities to residential neighbourhoods.

The spirit of these policies is closely reflected in national planning guidance. Notably, the National Planning Policy Framework (NPPF).

Paragraph 80 states that:

*Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on local business needs and wider opportunities for development.*

Paragraph 118c states further that:

*Planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land'.*

In this case, it is considered that the proposed development will lead to the regeneration of a vacant, redundant, brownfield site with a history of contamination to provide an economic, employment generating facility that will tidy up land allocated for such a use.

It is believed that the proposal broadly accords with the Councils longer term intentions for the site with the proposal able to facilitate a larger employment generating use and therefore gaining the support from both local and national policy relating to use of previously developed land for the benefit of strategic economic objectives.

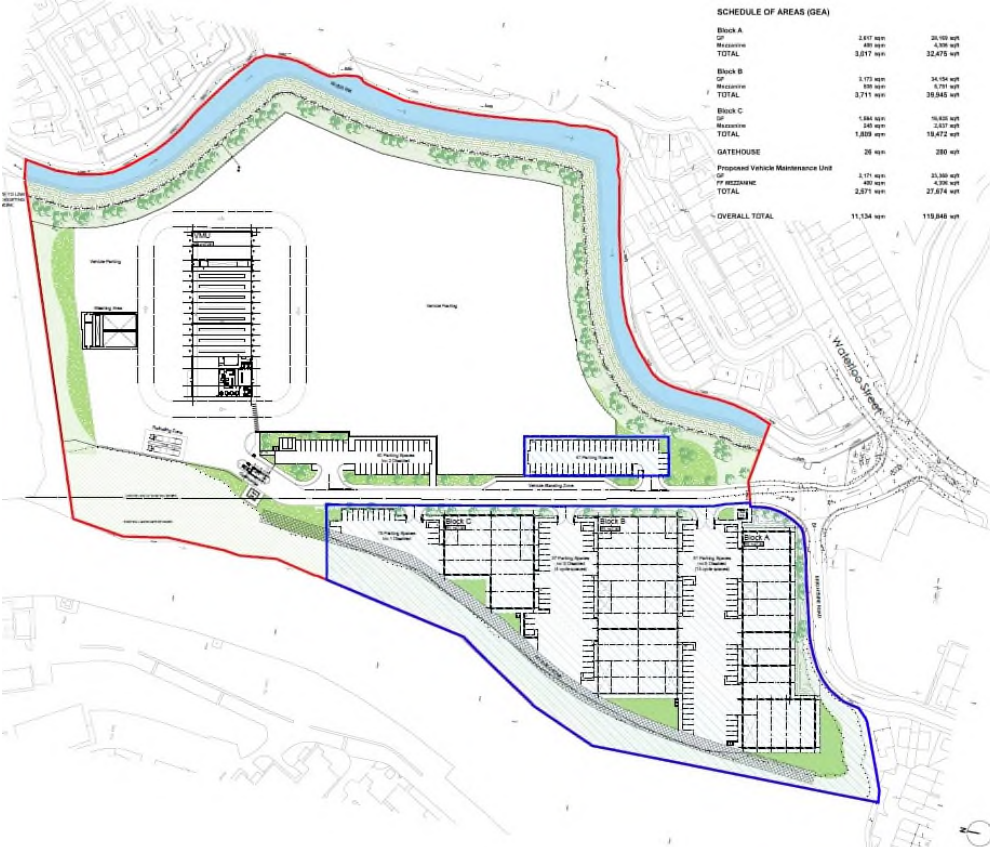
Part of the site has been used since early 2017 for a vehicle storage area and continues to operate. No issues have arisen or been reported in this time and on that basis it is believed the proposed use would be acceptable.

Despite the above, there are number of detailed matters that require consideration and these are set out and addressed further in the report. These include the question

of the scale, impact upon local ecology, residential amenity, land contamination, the function of the location highway network and flood risk. Such issues must be assessed against the aforementioned policies and a decision made as to whether there are any material considerations which affect the principle of development.

Site Layout

The proposed layout is largely dictated by the nature of the use/s, existing site constraints and the need to accommodate works with respect to potential flooding from the adjoining River Irk. The proposed layout meets the needs of the applicant and will allow for the site to be developed as part of a phased approach.



**Proposed site plan show the vehicle maintenance facility on land to the east of the internal access road and an indicative layout for the outline element for employment uses to the west of the access road**

The site layout aims to create a high quality business park which notes and is sympathetic to the adjoining residential context, whilst making the most efficient use of the space without being overly dense, particularly due to the need for large vehicles to safely and effectively manoeuvre and circulate around the site. The MOT facility situated to the eastern part of the site, has been designed to be a simple 'drive thru' building and orientated to minimise flood risk and any impact upon residential amenity further to the east.

The proposed employment uses forming phasing B which are indicative at this stage are situated to the western half of the site and involve a series of warehouse type structures interspersed with parking areas and landscaping with a mature, natural

green vista at the end of each avenue. The use of the warehouses will be limited to within B1 (business), B2 (general industrial) and B8 (storage and distribution) use classes.

Access to both elements of the proposed development will be taken from a central spine road that runs south to north through the site and connects to an existing mini-roundabout on Brightside Road. The new spine road provides a natural division between the two phases of the development, with the outline element of the proposal accessed to the west of the road which then leads to a proposed gatehouse serving the vehicle maintenance facility and vehicle storage area to the eastern part of the site.

To provide screening to the site and to break up the areas of hardstanding, soft landscaping is proposed along the access road, parking areas and the river corridor.

### Design, Scale and Appearance

The vehicular storage, service and maintenance facility which forms the first phase of the development, involves the erection of single and two storey buildings and seek to create a contemporary take on a typical industrial building which will reflect its functionality, but with the use of higher quality materials. The main building will incorporate a duo-pitched roof hidden behind a parapet. The building will be enveloped by a combination of light grey flat cladding around the front of the building and sky grey curved glazing to the remainder of the building to give a strong horizontal emphasis which will help lessen the perception of scale. The main entrance will incorporate a double height curtain walling system with high levels of glazing framed in the company's corporate orange colour.

The facility will also incorporate a vehicle washing area adjacent to the northern perimeter of the site and a refuelling area to the eastern side of the site, which will be largely screened by the main buildings. A condition requiring the detailed design of the refuelling area and any underground fuel storage has been included to ensure its acceptability.

The overall design of the business units forming the other element of the proposal are only indicative at this stage, with the final details to come forward through subsequent reserved matters applications.

The indicative plans however show parameters for buildings which will allow for two storey occupation if desired. It is anticipated that the units will adopt a contemporary design typology to reflect the buildings forming the first phase of the development.



**Indicative aerial view showing the proposed employment warehouses to the west and the vehicle maintenance and storage facility to the north-east.**

It is considered that the proposed layout and scale of the development will sit comfortably within the immediate context and due to the relationship with the nearest buildings including the hospital to the east and residential properties to the west and south, it is not considered that there will be any negative effects upon either amenity or the character of the area in terms of the proposed built form.

On balance, it is believed that the proposed buildings will result in a good quality business development that will rejuvenate a historic industrial site and result in environmental improvements to the immediate area.

### Access

Access to the internal spine road serving the development site will be taken from an existing access spur off a mini-roundabout on Brightside Road which was constructed as part of a previous planning permission relating to nearby residential development. Brightside Road leads to a give-way junction onto Waterloo Street – a classified distributor road providing access to residential and industrial areas, including the Hendham Vale Industrial Park.

The access has a carriageway width of 7.3 metres with 2 metre wide footways to each side. This is considered an appropriate standard for an industrial use, with the access and proposed layout of the internal areas having been reviewed by appropriate vehicular tracking software to demonstrate the swept paths for all vehicles using the site and to ensure access and circulation of the vehicles can be satisfactorily achieved.

### Residential Amenity



It is acknowledged that there may be some impact upon nearby residential occupiers both during the construction and operational phases of the development, but not to such a degree that the impact would be long lasting or unduly harmful.

The site relates to a former chemical works and in an area where policy advocates new employment uses would be appropriate. The expectation is therefore that the site could be developed for a non-residential use.

The hours of operation have been reduced to 7am to 7pm in line with the temporary permission granted for the use of the site and to minimise any impact as a consequence of levels of activity and the applicant proposes a landscaping scheme around the site perimeter to mitigate any harm to visual amenity for those occupiers that overlook the site, particularly on the other side of the River Irk.

Perhaps the most sensitive part of the site relates to the eastern half which is subject to the vehicle storage, MOT and servicing facility is to the rear of residential properties on the other side of the river along Hawkins Close. This part of the site will not be open to the general public and activity is expected to be relatively low key.

Engine types across the entire Salford Van Hire fleet are designed to be as efficient as economically possible, with the current range principally meeting the latest Euro 5 and Euro 6 technology standards. As a consequence, noise levels generated by the fleet can range from 70 (dB) for cars to 85 (dB) for trucks. This is significantly less for vehicles that are idling or moving slowly as would be expected on the site itself. By comparison it is said that the noise would be less than some household appliances.

The modern fleet run engine management systems that restrict noise in urban environments, including managing air compression to not waste energy. The trucks also have auto idle cut out to prohibit excessive engine idling. The truck trailers do not generally have engines and those that do are to be stored empty and therefore do not require engines to run continuously.

The applicant has also commissioned a Noise Impact Assessment to assess the general impact upon the nearest noise sensitive receptors. Namely, residential properties located along Wallbrook Drive to the north, Hawkins Close to the west, Brightside Road to the south and North Manchester General Hospital to the west.

The assessment focuses on noise generated by the construction, the commercial buildings and associated fixed plant, operational noise from HGV movements, operational car parking noise and traffic noise.

The report concludes that whilst it is inevitable that there will be some increase in noise levels from construction activity, these changes will be short term and temporary. Any impact can be mitigated through the effective implementation of good practice measures as part a construction management plan. A condition has been included to require the submission and approval of such a plan.

Similarly, it is recommended that for all aspects of the development, if a Noise Management Plan is adopted, any impact which arises as a consequence of operational noise can be minimised.

Although the report maintains that there will be no significant adverse or no impact upon the noise sensitive properties from operational noise, noise mitigation measures can ameliorate the impact further. Examples of best practice measures include, locating plant so that it is screened from noise sensitive receptors by on-site structures, using modern quiet equipment, ensuring machinery is turned off when not in use, providing local residents with a 24 hour contact number with details of a site representative, keeping potential noisy deliveries to the middle of the day.

Whilst the effects of adopting such measures cannot be precisely quantified, it is stated that such measures would reduce noise levels by 5-10 dB.

A planning condition which requires the submission and approval of a Noise Management Plan has been included, as has a condition requiring the premises to be acoustically insulated to prevent the breakout of noise, including an assessment of noise specifically generated by MOT and servicing bays. This shall include details of a waste case scenario and detail of how noise can be mitigated.

In terms of traffic noise arising from vehicle movements, a screening assessment was undertaken by examining the percentage change in an 18 hours annual average weekday with and without the proposed development. The screening exercise assessed the traffic impact upon nearby roads including Waterloo Street, Brightside Road, Factory Lane, Lion Street, Slack Road and Old Market Street, Hazelbottom Road, Rochdale Road and Crescent Road. The only link predicted to experience traffic flow increases of 25% or more being Brightside Road.

A calculation of the noise level at the nearest sensitive receptor on Hawkins Close due to road traffic indicated that the noise level from Brightside Road and Waterloo Street which provide access to the site is concluded to result in a negligible impact and is not considered to result in a significant impact upon noise levels.

Given the above, it is considered whilst there will be some impact upon residential amenity, the impact is not anticipated to be significant and will be largely generated during the day. Through the implementation of effective mitigation measures, the noise impact can be satisfactorily controlled to an acceptable level. Further, whilst the proposed employment uses are only speculative at this stage within use classes business (Class B1), general industrial (Class B2) and storage and distribution (Class B8), a condition is included to restrict industrial activities to within the proposed units and to prevent the use of external areas for Class B2 usage.

### Visual Amenity

It is acknowledged that there will be some loss of visual amenity to those that overlook the site, particularly to the north and north-east.

The site does, however, have an industrial past and is allocated for continued use as an employment site. It should not therefore be expected that views of the site would necessarily be retained or be the same as for non-urban or a typical sub-urban setting.

The number of properties that overlook the site is limited, with this part of the overall site being some distance from the nearest properties. However, to provide some visual relief, the applicant has proposed landscaping along the eastern boundary to the site along the internal access road. Further strengthening of the existing southern boundary adjacent to Brightside Road is also proposed. Moreover, the applicant has indicated and is well aware of the need to provide a robust landscaping strategy, particularly along the eastern boundary adjacent to the River Irk as part of the masterplan and any future application to develop the entire site.

In light of the above, it is considered that due to the nature of the proposed use, the existing policy context and the landscaping measures proposed, the impact upon visual amenity is satisfactory with any impact outweighed by the economic benefits the development of a defined employment site will achieve.

### Impact on the Highway

One of the key considerations as to the acceptability of the proposed use is the impact upon the local highway network and any potential for traffic congestion. This is an issue also raised by local residents.

In terms of vehicle routing and the impact on the local road network, Waterloo Street, the access road leading to the site is a classified distributor road which provides access to adjacent residential and industrial areas, including Hendham Vale Industrial Park, approximately half a mile to the south.

Access to the strategic road network is available via Factory Lane leading to the main north/south arterial route of Rochdale Road which connects to the city centre and meets the M60 motorway at junction 20, 2 miles from the site.

To the south of the site, Waterloo Street becomes Hazelbottom Road before meeting Smedley Road, connecting to Queens Road at a signalised junction.

Waterloo Street itself and nearby Factory Lane include speed cushions with some sections of the road having a 20mph speed limit. There are no restrictions on vehicle types on any part of the road, with all junctions providing access to principal and strategic highway routes being of a suitable geometry to accommodate the vehicles, with no movement restrictions.

With regard to any potential for localised congestion or impact on the neighbouring highway, the applicant has prepared a Transport Statement to assess the traffic, transport and accessibility impacts of the proposal. A framework Travel Plan has also been submitted, outlining measures that will be adopted to promote sustainable travel.

The report details that aside from the vehicle storage area, a total of 40 parking spaces are proposed for the vehicle storage and MOT/maintenance element of the proposal, with the remaining employment uses covered by the outline element of the proposal to include a further 150 parking spaces.

A swept path analysis has also been undertaken in terms of the access routes into and out of the site and which highlights that the access arrangements are suitable for use by large vehicles.

With respect to traffic flows and trip generation, the modelling exercise undertaken is broken down into the two elements that comprise the proposal.

For the vehicle hire/storage, a worst case scenario has been adopted, although it is acknowledged that the transfer of vehicles will vary depending on the typical profile of activity to suit business demand and will fluctuate throughout an annual cycle. It is forecast that for the vehicle hire it is estimated that during the peak period (October-November) that there will be 40 vehicle movements per day, equating to 4 vehicle movements per hour. For the remainder of the year, this is reduced to between 20 and 30 movements per day.

For the MOT and maintenance facility it is estimated that there will 16 two way trips a day, together with 8 two way trips for the maintenance element and 32 two way trips for associated staff.

It is stated that the total daily traffic flow associated with the vehicle hire/storage and maintenance facility will be 48 inbound trips and 48 outbound trips. This equates to 7 two way AM trips and 11 two way PM trips.

With reference to the employment use element of the proposal, it is noted that the proposal has been made in outline and assessment has been made utilising the industry standard TRICS database. It is forecast that there will be a total of 71 two way AM trips and 11 two way PM trips.

Highway Services have assessed the submitted information and accept that the trip generation associated with the overall site can be satisfactorily accommodated within the existing highway network. Similarly, access into the site can be adequately be achieved.

The impact of traffic generated by the proposal on the operation of the local highway network has been fully considered and there is no reason to believe that the any harmful impacts would arise.

On balance, whilst there will be some impact, it is not to an unacceptable degree. The site is well connected to the highway and motorway network and there are opportunities for staff to access the site by sustainable means and will be promoted by an accompanying Travel Plan

It is recommended that as part of any approval, a number of off-site highway works are introduced to assist access. Notably, give-way markings to the mini-roundabout that provides access into the site, TRO extensions to prohibit parking on the initial section of Brightside Road an extended right turn lane on Waterloo Street. A condition to this effect is recommended.

### Cycle Parking

The applicant has stated that it does not expect staff to arrive by bicycle as visits to the site will be principally via the movement of vehicles associated with the use of the site.

It is believed however, that there is potential for staff and notably security staff to travel by bicycle, as well as staff associated with the proposed business/industrial units forming the outline element of the proposal. As such, to accord with City Council objectives for promoting alternative means of travel than by private car, a condition has been included which will require the provision of cycle storage.

### Landscaping and Boundary Treatment

The proposal entails the provision of a detailed landscaping and tree planting strategy to not only mitigate for the loss of open landscape, but to also provide a landscaped buffer to the site boundaries, including the river corridor, in order to provide an element of screening, protection of views between neighbouring uses, to increase the attractiveness of the site and to aid bio-diversity and drainage. The proposed tree planting will result in a considerable net gain in terms of tree planting.

The existing trees along the western perimeter are to be retained and will link in with proposed buffer planting along the northern, eastern and southern perimeters, including a mixture of native tree planting and mounding along the eastern boundary adjacent to the River Irk. Additional planting will be provided within the site itself and between parking areas to improve and soften the appearance of the development.

The Arboricultural Assessment which accompanies the application highlights that a total of three individual trees, seven groups and three woodlands were surveyed and assessed as part of the proposal. It is stated that none of the existing vegetation will be significantly affected by the proposed development, save for some minor impact within one of the groups of trees which will involve some remediation, involving partial removal to aid the development of the remaining trees. The existing tree cover will be strengthened throughout the site.

A pedestrian cycle route is to also be incorporated amongst the buffer planting along the bank of the adjoining River Irk, with the future expectation that this will connect to the existing pedestrian cycle network to the north and south of the site.

To the site perimeter, the existing timber hoarding adjacent to Brightside Road is to be replaced with Paladin fencing with tree planting behind.

It is considered the proposed landscaping will provide an attractive and robust site perimeter which will lead to environmental and visual improvement, whilst minimising the impact upon visual amenity.

### Waste Management

The submitted waste management strategy for vehicle maintenance and storage facility states that there will be separate areas and containers for the storage of general waste, tyre and oil which will be collected by a private waste contractor.

A condition has been included which will require the submission and approval of a more detailed waste management strategy which will require details of the frequency of collection.

For the proposed employment uses forming phase B of the proposal, the waste requirements of the prospective occupiers is not yet known. Details will come forward as part of future reserved matters applications and associated planning conditions.

### Ground Conditions

A representation has been received which raises a concern about how excavation could impact upon ground contamination.

The application has been accompanied by a Preliminary Geo-Environmental Assessment which details the history of the site in terms of the ground conditions and notes that remediation works, including significant earthworks and removal of underground structures and contamination hotspots were completed in 2007 and which considered a commercial end use.

The report considers the impact upon human health, controlled waters and ground gas and concludes that based on available information, any potential risk can be effectively mitigated through a series of measures and that there is unlikely to be any significant contamination on site. It is considered that the proposed development would be suitable for the intended use, although there exists the potential for currently undefined constraints associated with ground engineering to construct a suitable development platform.

Accordingly, it is recommended by the report and by Environmental Health that a further site investigation report and details of any necessary remediation measures are submitted and approved prior to the commencement of development. An appropriate planning condition has been included.

### Archaeology

Whilst the Greater Manchester Historic Environment Record has not been consulted or an archaeological desk based assessment not been undertaken as part of the application, Greater Manchester Archaeological Advisory Service have advised that following a review of their records, the site was developed in the early 20<sup>th</sup> century and therefore it is not believed that the nature and extent of any potential archaeological remains relating to this development warrant any archaeological mitigation in this instance.

### Ecology

As part of the application submission, the applicant has produced an Ecological Appraisal to include all land within the site boundary, plus a buffer of 0.25km.

The survey concludes that the site largely comprises low value habitats with large areas of bare ground and smaller areas of ephemeral grassland, scrub and young trees around much of the perimeter.

The survey records information on habitats, together with any evidence or potential for legally protected and notable fauna and in particular, any potential for roosting bats, signs of badgers and other mammals, nesting birds, newts and amphibians. Checks were also undertaken for the most common invasive species including Japanese Knotweed and Himalayan Balsam.

The results of the survey include a number of recommendations and mitigation measures which have been reviewed by Greater Manchester Ecology Units.

There is no objection to the proposal on nature conservation grounds and the survey demonstrates that there will not be any significant adverse ecological impacts as a consequence of the proposal. A number of conditions however are recommended with respect to the control and management of invasive species and the protection of breeding birds during the bird nesting season.

### Air Quality

The Air Quality Assessment submitted as part of the application considers baseline conditions and the potential effects during the construction phase, including dust emissions and the impact during the operational phase, taking into account exhaust emissions from additional road traffic generated by the proposal at the impact upon local air quality receptor locations. The modelling assessment was undertaken in accordance with Defra Local Air Quality Management Technical Guidance.

The assessment concludes that that the proposal will not have any significant impact upon existing, local air quality levels.

Concentrations were predicted to be below relevant air quality objectives at all considered receptor locations and development impact on local air quality is defined as negligible.

It is considered that if the site specific mitigation measures highlighted within the assessment are adopted during the construction and operational phases, the proposed development will accord with the relevant local policy and national guidance. To ensure this is the case, conditions have been included which will require the mitigation measures detailed with the accompanying assessment to be implemented and for a separate construction management plan to be submitted and agreed.

### Flood Risk and Drainage

It has been raised by local residents that they must not be put at a greater risk of flooding than that which exists presently.

The western part of the application site is situated within Flood Zone 1 and the eastern part of the site falling partially within Flood Zones 2 and 3.

A Flood Risk Assessment (FRA) modelling study accompanies the application which focuses on a stretch of the River Irk that extends from the Hexagon Tower to the bridge on Waterloo Street.

The study incorporates hydraulic modelling taking into account climate change and a mitigation strategy, which includes alterations to site levels where appropriate and the provision of compensatory underground flood storage. Continued dialogue has taken place between the applicant and the Environment Agency to reach a satisfactory resolution.

The FRA concludes that the proposed drainage layout and ground levels could be combined into a workable solution, none of the proposed on-site building would be within Flood Zone 3, there will be no significant increase in flood level within the River Irk, both within and upstream/downstream of the site and also that the Environment Agency's floodplain level-for-level compensation/storage requirements can be achieved.

It is concluded that the proposed development is unlikely to have a significant impact in terms of flood risk to the site and the surrounding area.

The EA consider that if the mitigation measures contained within the FRA are implemented strictly in accordance with the measures identified, they are satisfied that the proposed development will not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere. Such measures relate to compensatory flood storage if the proposed development causes a loss of floodplain within Flood Zone 3 due to increasing ground levels or construction of buildings. A relevant condition has been included in this regard.

### Crime and Disorder

The application has been accompanied by a Crime Impact Statement prepared by Greater Manchester Police (Design for Security).

The applicant has responded to the issues raised by GMP during the design stage and have incorporated various elements to enhance the security at the site. These include a 24 hour manned gatehouse on entry to phase 1 of the development, the installation of CCTV, anti-ram bollards and perimeter fencing.

GMP have advised that provided that all measures identified within the Crime Impact Statement are implemented, no objection is raised. A condition to this reflect this has been included.

### Economic Impact

In this case, the proposal will allow the retention of existing jobs associated with Salford Van Hire within the city and will ensure the retention of a long established, existing company within the city as well as the creation of new jobs which will arise from the proposed industrial/employment uses. It is anticipated that the proposal has the potential to support 300 full times posts with further employment will be created on a temporary basis during construction.

If permission is granted, it is recommended that a condition of approval requires the applicant to sign a local labour agreement, which will give priority to local people when new jobs are created. A condition has been included in this regard.



In addition, it is maintained that the proposed use of the site could also lead to wider economic benefits to the area through the creation of indirect jobs created by sectors associated with the supply line serving the future businesses.

### S.106 Agreement

In order to ensure comprehensive redevelopment of the entire site and to ensure full implementation of the proposal so to prevent the outline element forming the employment uses in particular from becoming a residual, undeveloped element, the applicant will enter into a legal agreement which places an obligation upon them to complete the development in full with a set, short term timescale. The agreement requires the vehicle maintenance and storage facility to be completed in full within 2 years from the date of planning permission and to submit all reserved matter applications relating to the outline proposal within 2 years from the date of permission. The entire site should be completed in full within a further 2 years from the date of the last approval of the reserved matters.

### Conclusion

Having regard to the above, it is considered that the proposed use will not result in significant impact upon either residential or visual amenity, or upon the operation of the local highway network.

Policy states that north Manchester is expected to provide approximately 14ha of employment land and identifies North Manchester Business Park as key development opportunity for employment purposes. The proposed development will help facilitate the long-term redevelopment of a former industrial, brownfield site and result in economic and environmental benefits to the area.

The site is situated in a highly sustainable location and will harness the economic objectives of both the City Council and the Government by bringing forward an effective use of land that will ultimately create jobs and contribute to the local economy.

Any potential harm is significantly outweighed by the efficient use of land that will result in environmental improvements to the immediate area and also the creation of additional employment both during construction and during the operational life of the development. It is estimated that the development has the potential to support 300 full time jobs once complete.

The proposal has been assessed against both local and national policy and guidance and is considered to accord with saved policies CC11 and DC26 of the Unitary Development Plan for the City of Manchester, policies DM1, EC1, EC3, EC4, T2, SP1, EN14, EN16-EN19 of the Core Strategy and the National Planning Policy Framework (NPPF).

**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** **MINDED TO APPROVE** subject to a legal agreement which requires that the vehicle maintenance and storage facility is completed in full within 2 years from the date of planning permission; to submit all reserved matter applications relating to the outline proposal within 2 years from the date of permission; and for the development to be completed in full within a further 2 years from the date of the last of the reserved matters.

### **Article 35 Declaration**

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

### **Conditions to be attached to the decision**

1) In these conditions, the following phrases shall have the meanings set out below:

Phase A - shall mean outline planning permission with all matters to be considered for the erection of a MOT and maintenance facility and the provision of an associated vehicle storage area (sui generis) as indicated by the red line on the submitted proposed Master Plan drawings referenced 14043\_PL102/B received by the City Council as Local Planning Authority on 14 December 2017.

Phase B - shall mean outline planning permission will all matters reserved except for means of access for up to 8.537 sqm of employment uses (B1/B2/B8) as indicated by the blue line on the submitted proposed Master Plan drawings referenced 14043\_PL102/B received by the City Council as Local Planning Authority on 14 December 2017.

2) The development of phase A 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.

3) Applications for approval in respect of any matter reserved by this permission as relating to phase B must be made not later than the expiration of two years from the date of this decision. The development must be begun not later than the expiration of one year from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

4) With respect to phase B, approval of the details of the appearance, layout and scale of the building/s, and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the City Council as local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the City Council as local planning authority and shall be implemented as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

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

Drawings numbered 14043\_PL100/A, 14043\_PL103/B, 14043\_PL104/B, 14043\_PL105/B, 14043\_PL108/A, 14043\_PL09/A, 14043\_PL113/A, 14043\_PL112/A, 14043\_PL111/A, 14043\_PL110/B, 14043\_PL115/A, 14043\_PL102/B, 14043\_PL117/A, 14043\_PL116/C, 14043\_PL107/A, 14043\_PL114/A, 14043\_PL106/B received by the City Council as Local Planning Authority on 14 December 2017 and drawings numbered 03/B, 04/C, 05/A (1-2), 06/B, 07 and 08 received by the City Council as Local Planning Authority by e-mail dated 24 August 2018.

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.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) None of the industrial units or associated land forming the employment uses hereby approved shall be used for any other purpose that those listed within Classes B1, B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity and highway safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) The total floorspace comprising the employment uses forming Phase B of the development hereby approved shall be limited to no more than 8,537 sqm.

Reason - To prevent an over intensive use of the site and in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) Notwithstanding details submitted, no above ground development relating to each phase (phases A and B) that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

9) No part of the application site or buildings within in it shall be open outside the following hours:-

- 07.00 to 19.00 hrs daily.

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.

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

- 08.00 to 20.00 Monday to Saturday
- No deliveries/waste collections on Sundays and Bank Holidays

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

11) Notwithstanding details submitted, a scheme for off-site highway works shall be agreed and approved in writing by the City Council as Local Planning Authority. The works shall include:

- The re-lining and introduction of give-way markings, stop lines and existing TROs adjacent to the roundabout on Brightside Road which provides access/egress to the site.

The use hereby permitted shall not commence until the off-site highway works have been constructed in accordance with the approved details.

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

12) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawings 03/B, 04/C, 05/A, 06/B, 07 and 08 received by the City Council as Local Planning Authority by e-mail dated 24 August 2018 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.

13) The pedestrian footpath adjacent to the River Irk as highlighted on drawings numbered 14043\_PL102/B and 14043\_PL116/C received by the City Council as Local Planning Authority on 14 December 2017 and drawings numbered 05/A (1-2) and 04/C received by the City Council as Local Planning Authority on 24 August 2018 shall be implemented in full within 12 months from the date of planning permission hereby granted. The footpath shall be retained thereafter.

Reason - To allow improvements to the quality and accessibility of existing green infrastructure assets and to link with existing footpath, pursuant to policies DM1, SP1, EN9 of the Core Strategy and The Manchester Green and Blue Infrastructure Strategy (G&BIS).

14) Prior to above ground development commencing for each phase hereby approved, a local labour agreement shall be submitted to and agreed in writing with the City Council as Local Planning Authority. The approved scheme shall be in place prior to first occupation of each phase of the development of and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Manchester Core Strategy.

15) Prior to the first implementation of each phase, no above ground development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development of each phase and shall remain in situ whilst the use or development is in operation.

Reason - To safeguard residential amenity and in the interests of public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

16) Notwithstanding details submitted, no above ground development relating to either phase shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. This shall include the removal in full of the existing timber hoarding. The boundary treatment shall be

completed in full prior to the first occupation of phase A. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

17) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

The following additional information shall be submitted:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. greenfield runoff rates;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Where surface water is connected to Main River, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of proposed flows and/or new connection will suffice.
- As the proposed development would cause unusual pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

18) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

19) The development hereby approved shall only be implemented in accordance with details contained within the submitted Flood Risk Assessment and Modelling Report produced by Aecom dated 31 July 2018 and received by the City Council as Local Planning Authority the same day.

Reason - In order to minimise flood risk and the environmental impact of the development, pursuant to policies SP1, DM1, EN8 and EN14 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

20) Notwithstanding the details outlined in the submitted Phase 1 Geo-Environmental Desk Study Report produced by E3P (ref: 10-806-r1) and received by the City Council as Local Planning Authority on 14 December 2017, the development of each phase (phase A and B) 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 lan shall be submitted to and approved in writing by the City Council as local planning authority.

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.

21) Prior to first occupation of the commercial vehicle MOT and maintenance facility, detailed design drawings and information relating to the the refuel pump area and associated fuel tanks shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

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.

22) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use:

- a. As identified by the submitted Arboricultural Assessment produced by Enviro Solution received by the City Council as Local Planning Authority on 14 December 2017, no retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- b. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- c. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the



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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

23) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policies EN9 and EN15 of the Manchester Core Strategy.

24) Full details of any external lighting to be installed shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works relating to each phase of the development hereby approved. The approved scheme/s shall be implemented in full before the first occupation of each phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

25) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

26) Any externally mounted ancillary equipment shall be selected and/or acoustically insulated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

27) Notwithstanding details submitted, prior to the first occupation of phase A, the premises and specifically the MOT and servicing centre 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. The approved scheme shall be retained thereafter.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

28) Notwithstanding details submitted, prior to the first occupation of any of the building comprising phase B, all 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. The approved scheme shall be retained thereafter.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

29) Prior to the first operation of each phase hereby approved, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council. The NMP shall include an assessment of noise from all activities associated with loading bays, service yards and loading dock areas. Where applicable, the noise assessment should take account of multiple noise sources operating simultaneously and report the cumulative impact. The noise impact of the development should be controlled to the criteria set out in the City Council's Planning and Noise Technical Guidance.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

30) The development hereby approved comprising phase B shall not allow for the use of external areas for general industrial use within Class B2 at any time. All such activities shall be confined to the internal areas of the approved units.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

31) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by BWB (ref: MCP2018) dated July 2017 and received by the City Council as Local Planning Authority on 14 December 2017.

Reason - To minimise the impact upon air quality and In order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

32) Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed and Himalayan Balsam on site. The measures shall be carried out strictly in accordance with the approved scheme and implemented prior to the commencement of the development hereby approved.

Reason - To control the spread of invasive species, pursuant to policy EN15 of the Manchester Core Strategy (2012).

33) Prior to the first occupation of each phase, space and facilities for bicycle parking shall be provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking whilst each use is in operation.

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 SP1, T1 and DM1 of the Core Strategy.

34) Before the development relating to phase B 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 school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

35) Prior to the commencement of development relating to phase A, a 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;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

36) Prior to the commencement of development relating to phase B, a 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;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

37) Prior to the first operation of Phase A, a car park management plan shall be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include an access/egress strategy, pedestrian routes, servicing arrangements, information/directional signs and information to be distributed to drivers. The development shall only operate in accordance with the agreed strategy and shall thereafter be retained.

Reason - To ensure safe access and the safe operation of the car park, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

38) Prior to the first operation of Phase B, a car park management plan shall be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include an access/egress strategy, pedestrian routes, servicing arrangements, information/directional signs and information to be distributed to drivers. The development shall only operate in accordance with the agreed strategy and shall thereafter be retained.

Reason - To ensure safe access and the safe operation of the car park, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

### **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: 118538/FO/2017 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:**

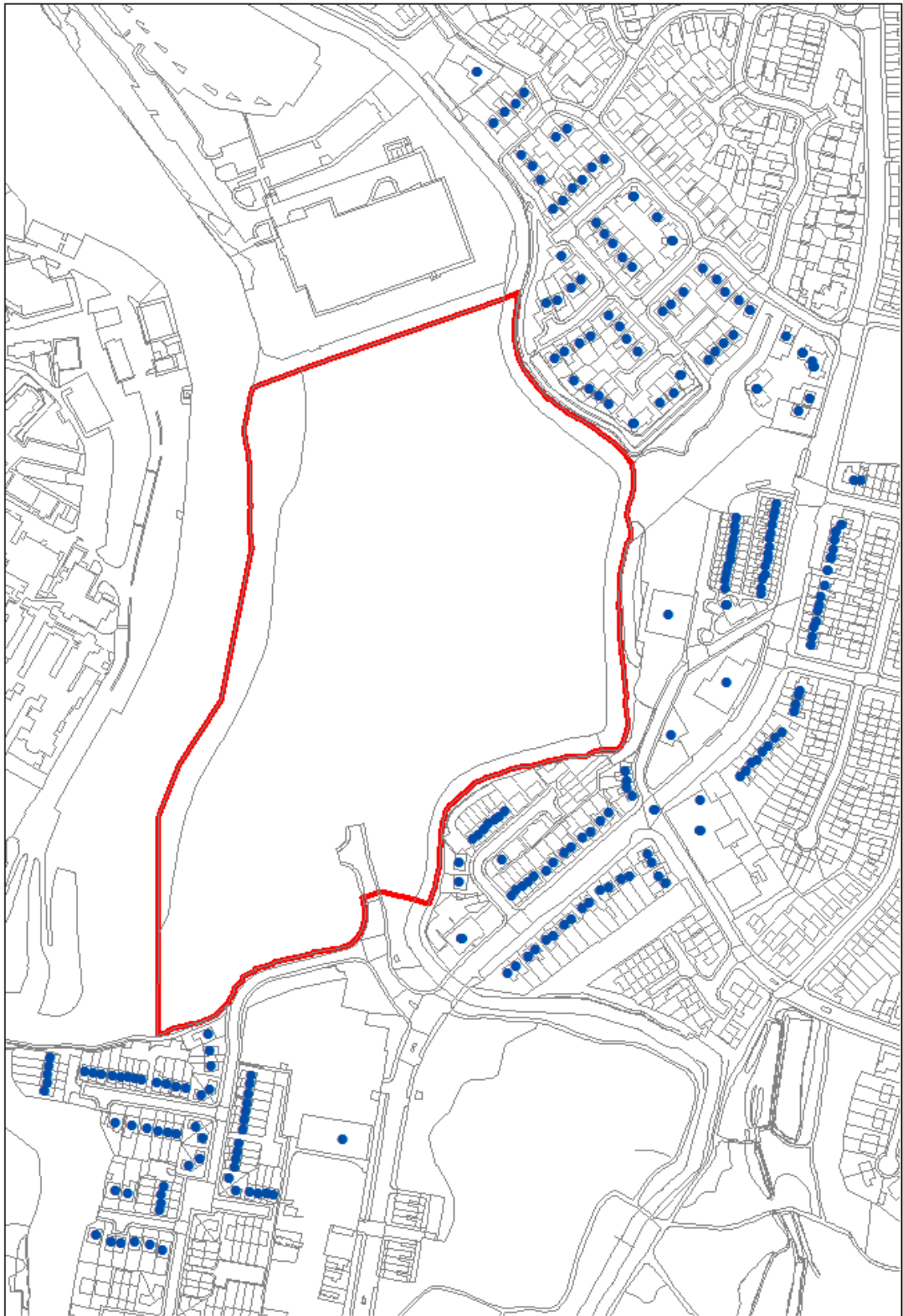
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Canal & River Trust  
Greater Manchester Police  
Environment Agency  
Transport for Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit

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:**

Environmental Health  
Greater Manchester Police  
Greater Manchester Archaeological Advisory Service  
4 Castle Hill Drive, Blackley, Manchester, M9 8NX  
12 Longshaw Close, Manchester, M8 5XL  
5, Dark wood close, Manchester, M8 5eh  
7 Marshbrook Drive, Manchester, M9 8NN

**Relevant Contact Officer :** Steven McCoombe  
**Telephone number :** 0161 234 4607  
**Email :** s.mccoombe@manchester.gov.uk



 Application site boundary  Neighbour notification  
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