

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132458/FO/2021

Date registered valid: 23 March 2022

Proposal: Creation of 112 space surface car park, modification to existing boundary treatment, installation of lighting columns and associated landscaping following demolition of foundations of previous buildings for a temporary period of three years

Address: 19 Lind Street, Manchester, M40 7ES

Ward(s): Ancoats & Beswick Ward

Applicant: Mr Joe Campbell Boohoo Group PLC 49-51 Dale Street, Manchester, M1 2HF

Agent (if any): Mr Mark Percival Architecture:M Moravian College, 14 Fairfield Square, Manchester, M43 6AD

Case officer: Jennifer Atkinson
Tel: 0161 234 4517
Email: jennifer.atkinson@manchester.gov.uk

Recommendation: Temporary Approval

Date of recommendation:

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 28 March 2022 Expired: 18 April 2022

Neighbour notifications

Printed: 28 March 2022 Expired: 18 April 2022

Site notice

Posted: Expired:

Press advert

Published: 5 April 2022 Expired: 26 April 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is a vacant site located on Lind Street. The topography of the site is relatively flat and consists of hard standing and the foundations of the former buildings on the site. The site is currently secured by palisade fencing.

The site is located in the Eastlands Update Framework area which is subject to ongoing regeneration and growth from the city centre.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The application site is located in a largely commercial part of the city centre. Surrounding uses consist of warehouses, offices and vacant land. There are two storey residential properties located along Cambrian Street.

Description of development

Creation of 112 space surface car park, modification to existing boundary treatment, installation of lighting columns and associated landscaping following demolition of foundations of previous buildings for a temporary period of three years

Consultations & Notification Responses

Local residents/public opinion – No comments received

Highway Services – There would be 21 spaces for 7 kw EV charging points which is acceptable. The car park entrance barrier is set back 5 metres from the edge of the carriageway which is acceptable. Tactile paving and dropped kerbs will be in place at the access to the car park. The applicant has confirmed that parking bay dimensions will be 2.4m x 4.8m and 3.6m x 6m for disabled bays. This is acceptable to Highways. The applicant has confirmed that a review of the existing TROs will be undertaken. This is acceptable to Highways.

Environmental Health – The final lighting scheme should be agreed. EV charging points should be provided in the interest of air quality and a watching brief should be provided in respect of ground conditions.

Flood Risk Management Team – A drainage scheme shall be submitted for approval.

Policy

Manchester Core Strategy (2012) – SO1, SO2, SP6, SP1, EC3, T2, EN1, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN17 and DM1

Unitary Development Plan for the City of Manchester (1995) – Saved policy DC26

Eastlands Update (2019) (Draft)

National Planning Policy Framework

Issues

Principle of development

The application site falls within the Regional Centre and the regeneration area known as Eastlands. The strategy for the area is to regenerate the eastern part of the city centre with new housing led development to meet the city's growing population.

The area currently contains a number of employment premises including the well known brand BooHoo and Pretty Little Things who are located on Pollard Street East. The employment uses in the area, together with the proximity to the city centre, has resulted in on street parking congestion in the area.

The application site is a future development opportunity as part of the Holt Town area of the Eastlands Update. In the interim period, planning permission is sought for use of the site as a temporary car park for use specifically by the Boohoo/Pretty Little Things group for a period of three years and would represent a meanwhile use for the site. The car park would be operational 24 hours a day, seven days a week.

This use of land for car parking on a temporary basis is not unusual in urban areas. A number of surface car parks have been redeveloped over the past five years which has meant that the level of temporary surface car parking has remained relatively constant.

Many of the surface car parks that once dominated New Islington, New Cross, NOMA and Angel Meadow have or are being redeveloped as regeneration objectives are delivered in these areas. This has reduced the level of supply and this is likely to continue as other sites are developed.

The growth of city centre type activity into New Cross, Ancoats and New Islington has also resulted in some commuter parking pressure on surrounding residential roads which has created conflicts and impacts on amenity. This has been compounded by contractor parking on residential roads and the temporary use of the site for parking would help to reduce this impact.

The wider approach to car parking in the city centre is focused on reducing traffic into the city centre and prioritising the use of public transport together with creating safe and attractive walking and cycling routes and creating new developments around these objectives.

The meanwhile use of this site provides an opportunity to create a safe and accessible car park which can serve a local employer in an area where there are known on street parking pressures.

There would be no major physical changes to the site to bring it into use other than the laying out and demarcating of the site together with the installation of boundary treatment and lighting.

There would be increased comings and goings from the site over and above its current vacant nature which will be considered elsewhere within this report. The principle of the development is therefore considered to be acceptable on a temporary basis following which it will be redeveloped in line with the regeneration objectives for the area.

Detailed matters which require consideration are the impacts of the proposal on the visual and residential amenity of the local area together with traffic and access considerations, noise and disturbance, crime and safety, impact on the historic environment, drainage and air quality.

These matters will be considered in detail below.

Visual amenity

The appearance of the proposed car park would largely not change from its current condition. The site would be surfaced and new boundary treatment installed to replace existing. A new barrier would be installed off Lind Street. Additional soft landscaping would also be installed to help soften the appearance of the site.

The temporary nature of the development would ensure that the site remains part of the long term development strategy for the area. The proposal would have neutral impact on the local area and would largely remain as existing with some improvements due to the change in boundary treatment to weldmesh.

Residential amenity

The surrounding area is largely commercial in nature. The operations of the car park are unlikely to cause an disturbance to these uses and may actually improve the local circumstances due to removing some of the on street car parking pressures.

The rear of a row of residential properties abut the site to the east along Cambrian Street. These properties are likely to experience an uplift in movements at the site from comings and goings. These properties are also likely to notice the lighting systems functioning.

Although there is a close proximity between the residential properties and the proposed car park, it is not considered that the relationship is unduly harmful to warrant refusal of the planning application. Planning conditions can be used to ensure that the lighting scheme minimises glare and impact on the adjacent residential properties.

Traffic and access

The car park would be for the sole use of the Boohoo Pretty Little Things group and will not therefore act as a public car park. The parking provision would provide a means for the workers associated with this building to park off street rather than on street. No new trips are expected with the development other than some reassignment of traffic with vehicles routing to/from the proposed car park.

Highway Services have considered the proposal and accept that the proposal would not place any additional demands on the local highway network and would alleviate existing on street parking concerns.

Amendments have been sought during the course of the planning application to ensure that the layout of the car parking is suitable to manoeuvre, the car parking barrier is suitably positioned and there are an appropriate number of EV charging points. These amendments are to the satisfaction of Highway Services.

Tactile paving, dropped kerbs and review of TROs, as required by Highway Services, will be secured by planning condition.

Crime and safety

The site would be overlooked from a number of surrounding uses which would provide natural surveillance. The site would be secured by weldmesh fencing and a car park barrier which would ensure that the site is secure. There would also be new lighting installed in the interest of safety during times of dusk. The proposed lighting scheme would ensure that all aspects of the car park would be adequately lit when required.

A car park management plan would be put in place to ensure that the car park is managed and safe at all times. It is recommended that this forms a condition of the planning approval.

Drainage

The existing drainage channels would be retained which are located in the existing car park and it is anticipated that any surface water can be accommodated within the existing system. The Flood Risk Management Team consider that as the proposal utilises the existing drainage channels there would be no impacts from surface water run-off.

Impact on Ecology

The proposal would have limited impact on ecology. There would be new planting proposed on the eastern edge of the site with the residential properties to enhance biodiversity of the site and to provide a buffer to the residential properties.

Impact on Air quality

An air quality report has been prepared in respect of this planning application which has concluded that the car park would have a low impact on local air quality. Environmental Health have considered the report and find it to be acceptable. There is recommendation for the provision of electric vehicle charging points. During the course of the application this provision has increased to 21 7Kw points in the car park. Given the temporary use of the car park, this level of provision is acceptable and should be secured by way of planning condition.

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 a right to a fair hearing and to this end the local planning authority 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 policies of the Unitary Development Plan, the Director 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 recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Temporary approval

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Amendments have been sought during the course of the planning application to ensure that the proposal is acceptable and is only temporary in duration. The proposal is considered to be acceptable and in accordance with the development plan and therefore determined in a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The permission hereby granted is for a limited period only, expiring on 11 May 2025.

Reason - The use hereby granted is for a temporary period only to help meet the short term demand for parking associated with a local employment use and to not preclude the long term development strategy for the area pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) The use hereby permitted shall be discontinued no later than the 11 May 2025 and the works comprising the development are required to be removed no later than one month from the use ceasing.

Reason - The use is required to cease within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Prior to the expiration of the temporary period, a scheme to restore the land shall be submitted for approved in writing by the City Council, as Local Planning Authority. The scheme shall be implemented within one month of the use ceasing and thereafter retained and maintained in accordance with this scheme.

Reason - To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity of the site pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

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

Drawings 200 Rev B and 210 Rev A stamped as received by the City Council, as Local Planning Authority, on the 3 May 2022

Transport statement, drainage strategy and Car park management plan stamped as received by the City Council, as Local Planning Authority, on the 15 March 2022

Air quality assessment stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022

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.

5) Prior to the first use of the development, a lighting scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include, location, height, appearance of any lighting and hours of use. The approved details shall be implemented and maintained and retained for as long as the development is in use.

Reason – To ensure that an adequate lighting scheme is put in place in the interest of the safety and security of the car park pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

6) 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 SP1 and DM1 of the Core Strategy.

7) Prior to the first use of the development, a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This document shall include details of the management and operations of the car park and details of security measures including CCTV and staff management. The approved strategy shall be implemented upon first use of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – To ensure the car park is managed and operated appropriately in the interests of policies SP1 and DM1 of the Manchester Core Strategy (2012).

8) Prior to the first use of the car park, the car park (including disabled bays) shall be surfaced and laid out in accordance with drawing 200 Rev B stamped as received by the City Council, as Local Planning Authority, on the 3 May 2022

The approved layout shall be implemented and made available prior to the first use of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – To ensure an appropriate parking layout and provision of disabled spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

9) Prior to the first use of the car park, the 21 7kw electric vehicle charging points shall be implemented in accordance with drawing 200 Rev B stamped as received by the City Council, as Local Planning Authority, on the 3 May 2022

The approved electric vehicle charging points shall be implemented and made available prior to the first use of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – To ensure an appropriate number of electric vehicle charging points are installed pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10) (a) Notwithstanding the drainage strategy stamped as received by the City Council, as Local Planning Authority, on the 15 March 2022, the development shall not commence until a scheme for the drainage of surface water from the development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- 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.
- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice. Note the attached correspondence from UU regarding a possible SW connection to the public sewer network is for the 375mm combined sewer on Cyrus Street - whereas the proposed drainage layout outfalls North to the sewer on Lind Street
- For sites where proposed development would cause unusual pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required - including clarification that the proposed pollution control measures are suitable for the site.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) Prior to the first use of the car park, the weldmesh boundary treatment and access barrier, as indicated on drawings 200 Rev B and 210 Rev A stamped as received by the City Council, as Local Planning Authority, on the 3 May 2022, shall be installed and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – To ensure the boundary treatment is acceptable in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

- Installation of dropped kerbs and tactile paving to car park access and reinstatement of footway along Lind Street;
- Review and revisions to Traffic Regulation Orders (TROs) along Lind Street.

The approved scheme shall be implemented and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC

Unit 1, Upper Cyrus Street, Manchester, M40 7EG
Unit 2, Upper Cyrus Street, Manchester, M40 7EG
50 Cambrian Street, Manchester, M40 7EG
10A Lind Street, Manchester, M40 7ES
Ground Floor, 19 Lind Street, Manchester, M40 7ES
Ground Floor And First Floor, 19 Lind Street, Manchester, M40 7ES
First Floor Vacant, 19 Lind Street, Manchester, M40 7ES
29 Cambrian Street, Manchester, M40 7EP
33 Cambrian Street, Manchester, M40 7EP
27 Cambrian Street, Manchester, M40 7EP
21 Cambrian Street, Manchester, M40 7EP
Unit 1, 9A Upper Cyrus Street, Manchester, M40 7EG
Unit 2, 9A Upper Cyrus Street, Manchester, M40 7EG
Unit 3, 9A Upper Cyrus Street, Manchester, M40 7EG
Unit 1, Branson Court, Branson Street, Manchester, M40 7FP
Units 2 And 3, Branson Court, Branson Street, Manchester, M40 7FP
10 Lind Street, Manchester, M40 7ES
V J TILBROOK AND SON, Clyde Street Works, Cyrus Street, Manchester, M40 7FE
Petco House, 35 - 37 Cambrian Street, Manchester, M40 7EP
Thomas Shaw And Son, Holt Town, Manchester, M40 7FQ
Workshop Junction Lind Street, Pollard Street East, Manchester, M40 7FS
9A Upper Cyrus Street, Manchester, M40 7EG
Boohoo.com UK Limited, 20 Pollard Street East, Manchester, M40 7FS
31 Cambrian Street, Manchester, M40 7EP
25 Cambrian Street, Manchester, M40 7EP
19 Cambrian Street, Manchester, M40 7EP
36 Cambrian Street, Manchester, M40 7EG
Branson Court, Branson Street, Manchester, M40 7FP
48 Cambrian Street, Manchester, M40 7EG
23 Cambrian Street, Manchester, M40 7EP
17 Cambrian Street, Manchester, M40 7EP
38 Cambrian Street, Manchester, M40 7EG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
HSE COMAH Zone - H3595 OZ - Bradford Road Holder Station (West) Outer Zone
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH2

