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Sue Wills
Development Management
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03 May 2022

Dear Sue,

Erection of a storage building (Class B8) ancillary to adjacent existing commercial warehouse operation, Strawberry House, New Smithfield Market, Whitworth Street, Openshaw, M11 2WJ (Ref: 132866/FO/2022)

Further to our recent correspondence and the receipt of comments from consultees, I am happy to share the following information:

- Aganto Building Specification
- Revised Site Plan (Rev P04)
- Underground Services Survey (2022)
- United Utilities Asset Plan
- Vehicle Tracking Plan

The above plans and documents are discussed in the paragraphs below, which split the topics raised during the determination period into sub-headings.

Temporary Period

In your email on 18.04.22, you enquired about the temporary nature of the building. I can confirm that the applicant would accept a planning condition requiring removal of the structure and returning the land to its previous use within 5 years of the permission. The structure will be provided by Aganto, who specialise in the supply and erection of temporary buildings. Aganto offer a 10 year warranty against the aluminium frames carry and all roof, wall and floor systems conform to British Fire and Safety Codes

Materials

The building will be constructed from an aluminium frame with galvanised steel connections. The walls will be constructed from grey insulated steel sandwich panels. The roof will be constructed from a PVC material. The building will also have guttering and downpipes. The recessed roller shutter boxes are made of steel and of dark grey appearance. I have also attached material specification from Aganto, who are the building supplier.

I note your concern regarding the white coloured roof. This material and colour provides high degree of natural light, which is important to reduce the need to illuminate this area with electric lighting. White PVC offers the most translucent material to do so. The site is located in an existing industrial and commercial area in Openshaw where onerous design or conservation constraints should not be imposed. I trust that this provides sufficient detail and justification for the proposed design and materials used.

Construction

It is important to reiterate paragraph 5.17 of the Planning Statement which states that “The building will be secured to the existing concrete hardstanding using chemical anchor bolts drilled into a base plate. The prefabricated nature of the building allows for a quick delivery and erection, ensuring minimal disruption to existing operations.” The proposal does not require intrusive ground works and the modular nature of the structure ensures very little disruption.

Highways and Parking

The manoeuvrability of vehicles accessing disabled parking bays has been queried by your Highways officer. Please find attached revised Site Plan which seeks to split these two spaces up from the north of the proposed building. The associated Swept Path Analysis shows that the bays are clearly accessible and free from obstructions. The level of parking provision offered is more than sufficient for an ancillary B8 use. I trust that this now satisfies the concerns relating to parking.

LLFA Response (Corn Brook Tributary Culvert)

As part of internal discussions during the validation process, we investigated the presence of the Corn Brook Tributary Culvert and concluded that this is not located within the proposed building footprint, within 3m of the proposed building perimeter or general proximity of the site.

Further investigations have found that the plotting of the culvert may relate back to the 2011 Strategic Flood Risk Assessment (Map Ref: SS_4.1F). This identifies the potential route of the culvert, running southwest across the site. However, significantly the key refers to this as a ‘Lost Watercourse’.

Surveys were carried out to support an application for the redevelopment of the adjacent market (Ref: 127742/FO/2020) which also could not identify the location of the culvert. Condition 7 was attached to the approval. This stated:

“7) No construction works shall commence until further survey works have taken place to ensure that the Corn Brook Tributary Culvert is not located within the proposed building footprint and not within at least 3m of the proposed building perimeter. These surveys shall be submitted to and approved in writing by the City Council as Local Planning Authority . The development shall be implemented on accordance with the approved scheme.”

Unfortunately, this scheme has not progressed and the associated condition has not been discharged. I have been informed by the architect responsible for a revised scheme for the redevelopment of the market site that additional survey work been undertaken in 2022. This has also been unable to identify the location of the culvert. As such, we are still in a position where the claimed route is unknown.

You have confirmed via the LLFA on 28.04.22 that ground penetrating radar surveys are useful but limited in reaching deeper strata. This would be relevant to proposals requiring deep pile foundations. It is important to return to the nature of the proposed development in hand. **The building will be secured to the existing concrete hardstanding using chemical anchor bolts drilled into a base plate. No foundations or intrusive groundworks are required.** The materials used are modular in nature and are relatively lightweight. Furthermore, the applicant has agreed to a temporary permission, allowing for the removal of the structure and the land reverting to its previous use no more than 5 years after permission is granted. So, even if the unsubstantiated route of the culvert is taken at face value, no long-term harm to its accessibility or integrity will arise. We therefore invite the LPA to take a proportionate and pragmatic approach.

United Utilities Response

The applicant has discussed the on-site drainage with Russells, the contractor responsible for the re-development of New Smithfield Market, who have provided us with the following drawings; 1. Market Sewer Plan (2013), 2. Barton & Redman Drainage Plan (2007) and 3. Underground Services Survey (2022). None of these plans and surveys identify that a drain crosses the site. However, the United Utilities Asset Plan does.

The UU Asset Plan is broadly correct. However, there is a significant discrepancy. The UU plan identifies a surface water drain running under the Barton & Redman yard towards a manhole in front of the gate house on Lawton Street. The more accurate Underground Services Survey shows that this does not run under the subject site. Rather this continues towards the gatehouse before turning towards south east Lawton Street.

The updated survey demonstrates that the UU sewer runs further north than the asset plan suggests. We have shared this survey plan with the LPA and trust that UU are able to verify this and remove their objection.

Environmental Health

Further to the response received from your EHO on 16.04.22, the site plan has been revised to show the storage of waste. In terms of their enquiry regarding HGV movements, I can confirm that there will be no change from the existing position. As such, the NIS conclusion is valid and no mitigation measures are required. Additionally, we are happy to accept conditions relating to hours of operation (which mirror the existing business), refuse storage as per the submitted Waste Management Strategy and construction works to be carried out as suggested. The informative relating to a watching brief for ground gasses and contamination is also noted and accepted. However, given the lack of intrusive ground works required to accommodate the building we do not believe this will be necessary.

I trust this satisfies your concerns and those of your consultees. I hope that the application can now be progressed.

Yours Sincerely,

Leon Armstrong

Director

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