

Planning

Growth & Development

Delegated officer report for planning application

Application no. 127962/FO/2020

Date registered valid: 19 November 2021

Proposal: Erection of a two-storey building comprising showroom, with ancillary offices and storage (sui generis), with external yard area and boundary treatment

Address: 804 - 806 Oldham Road, Manchester, M40 2AB

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Mr Gary Armstrong, Armstrong Office Furniture, 29 Penny Meadow, Ashton-Under-Lyne, OL6 6HG

Agent (if any): Mr Jason Dugdale Wiplow Ltd, The Old Post Room, 34 Chew Valley Road, Greenfield, Saddleworth, OL3 7DA

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 3 April 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 11 December 2021

Standard consultations:

Printed: 24 November 2021

Expired: 15 December 2021

Neighbour notifications

Printed: 24 November 2021

Expired: 15 December 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to a small, rectangular shaped area of land which has been previously developed, but now lies vacant and is overgrown and covered in debris. The site is enclosed by metal, security fencing. It is understood that the building which once occupied the site was previously in retail use.



The site lies on the fringe of industrial estate on the main Oldham Road frontage and is neighbouring to the rear by a host of single storey and double height, pre-fabricated warehouses.

Immediately to the north is another area of previously developed, vacant land at the corner of Oldham Road and Grimshaw Lane. To the south on the other side of Ridings Street is a two

storey, brick built building occupied by a stone castings company. A short distance to the north on the opposite side of Grimshaw Lane is a three storey, office building.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site lies on the edge of an industrial estate along main north/south arterial route of Oldham Road which links Oldham to Manchester city centre. The road itself provides two lanes of traffic in both directions. Ridings Street which provides access to the rear service area also provides access to the industrial estate (Central Park) beyond. There are no parking restrictions in place along this road.

The immediate area is largely commercial in context and comprises of factories, warehouses and office buildings.

Description of development

Planning permission is sought to erect a two-storey building to form a furniture showroom with ancillary storage (sui generis) together with associated parking and landscaping at the corner of Oldham Road and Ridings Street.

The building which incorporates a dual pitched roof fronts Oldham Road and features a small yard area to side and a narrow passageway to the rear of the proposed building.

The building itself is to accommodate showroom, a service area with 2 parking spaces accessed via a shutter onto Ridings Street. The first floor is to accommodate further showroom space with the second floor housing a storage area.

The building will be constructed from a combination of masonry, rain screen cladding materials.

The current proposal represents a revised design to that originally submitted.

Due to the Council's concerns surrounding the elevational appearance of the development. Namely, the alignment of windows, lack of symmetry and roof pitch, revised drawings have been received.

The application also follows a history of planning permission being granted for similar proposals - most recently a three storey building of almost an identical design to that being proposed and which has recently lapsed (Ref: 115222/FO/2017). The current application seeks to reduce the scale of the building from three to two storeys.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

United Utilities – A condition is advised with respect to the submission and agreement of a surface water drainage scheme based on the drainage hierarchy and for its subsequent maintenance.

Highway Services - The following key comments are made:

Trip Generation

It is proposed that the business will only accept customers by appointment and typically merchandise viewing and purchasing will be made online. It is anticipated that a limited amount of stock will be stored and displayed on-site.

The Transportation and Highways Statement details that eight vehicles per day are anticipated. In addition to the two parking spaces within the curtilage of the site on-street parking opportunities are in place along Ridings Road.

It is anticipated that the additional trips generated by the proposed development will not be detrimental to the surrounding highway network.

Off Site Works

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Ridings Street and will require a crossing licence/agreement.

Parking

It is understood that two parking spaces will be in place within the curtilage of the site. It should be noted that parking spaces should meet the minimum standard of 2.4m x 4.8m and an aisle width of 6.0m should be in place between sets of parking bays.

Considering the site's location and proximity to sustainable travel offer and existing on-street parking opportunities, this is acceptable in principle. As such, no parking concerns are raised from a Highways perspective by the proposals.

Access

Pedestrian access to the site is provided from Oldham Road for staff and customers. The access will be gated, and these will open inwards and therefore not impinge on pedestrians movements on the adopted highway. Highways accept this arrangement.

Electric Vehicle Charging

It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.

Cycle Parking

Secure and sheltered cycle parking provision should be made, within the curtilage of the site, for staff and visitors. Six cycle spaces will be in place within the curtilage of the site. Access to the cycle store will be via Oldham Road from the proposed pedestrian access. It should be ensured that these spaces are secure and sheltered.

Boundary Treatment

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

Refuse and Servicing

A bin store is noted at the rear of the site. A contract will be in place with Biffa Management Services for the removal of general waste and Saica Natur Ltd for the removal of cardboard. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

It should be confirmed if the waste removal vehicles will access the site or if a collection point will be in place on Ridings Street. If the vehicles will access the site it should be ensured and demonstrated that they can access and egress the site in forward gear and safely.

Travel Plan

It is recommended that a Travel Plan is produced for the development site.

Construction Management

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Flood Risk Management

A condition is recommended which requires the submission and agreement of a surface water drainage scheme based on the drainage hierarchy.

Environmental Health

No objection. Conditions are advised with respect to ground conditions, hours of use, external equipment and waste management.

Policy

The following policy and guidance is considered relevant to the consideration of this application;

- Saved policies DC26 and E3.3 of the Unitary Development Plan;
- Policies DM1, EC1, EC3, SP1, T2, EN14, EN16-19 of the Manchester Core Strategy;
- The Guide to Development in Manchester (SPD);
- National Planning Policy Framework (NPPF).

Planning History

115222/FO/2017

Erection of a three-storey building comprising showroom, with ancillary offices and storage (Sui Generis Use), with external yard area and boundary treatment. *Approved 25 May 2017.*

099238/REP/2012/N1

Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation. For the erection of a three storey office building as previously approved under ref 087711/FO/2008/N1. *Approved 25 June 2012.*

098586/DEM/2012/N1

Prior Approval Application for the demolition of a 2 storey shop premises. Approved 23 March 2012.

087711/FO/2008/N1

Erection of a three storey office building (Class B1) following the demolition of the existing building including loading/parking bay and new vehicular access off Ridings Street. *Approved 27 May 2009.*

Issues

Principle

The principle of the development is considered acceptable and in accordance with the aforementioned planning policy and guidance. Moreover, the general principle of the proposed development has previously been established via the granting of a recently lapsed permission for similar development. There have been no changes to development plan policy in this time.

It is considered that proposal will regenerate an unsightly, previously developed, vacant site and provide an employment generating use along a key radial route in the context of a predominantly commercial environment and represents a building of an appropriate design and scale which forms an acceptable relationship in terms of its surroundings. The more specific planning issues are explored further below.

Use

The proposed use of the building is for use as a furniture showroom with ancillary storage.

The applicant's company is presently located at Adair Street on the northern fringe of the city centre and they are looking to relocate to the application premises due to the need to vacate their current premises.

The proposed showroom is to be used to showcase furniture and ancillary storage. The majority of orders received by the company are received online via the company's website. The proposed showroom is to be used solely as a showroom with the distribution of furniture to continue from the existing distribution depot at Albion Mill, Ashton under Lyne.

The Management Plan submitted as part of the application states that all customers will only visit the premises on an appointment basis only. It is anticipated that on average there will be 4 appointments a day. It is stated that due to the low number of visitors, there will be 4 employees, but this may increase to 6 if required.

Residential Amenity

This part of Oldham Road is dominated by a variety of commercial premises including an industrial estate immediately to the rear of the application site.

The proposed development is not directly neighboured by residential properties and given the nature of the use, the proposed hours of use and the commercial context of the immediate area, including the position of the site adjacent to a major north/south arterial route, it is not considered that there would be any significant, undue impact upon residential amenity as either a result of the proposed use and associated levels of noise and activity.

The impact when balanced against existing background noise levels and activity is unlikely to be detectable. Any impact can be mitigated through the use of planning conditions to control hours of use, external equipment and servicing arrangements. Conditions have therefore been imposed in this regard.

Design, Scale and Appearance

The proposed building is two storeys in scale and reflects the scale of the immediate context which largely comprises single storey, double height and two storey buildings.

The design of the proposed development is influenced by adjacent units as well as other neighbouring buildings in the area, given its location on the edge of an industrial estate.

In terms of appearance, the external materials of the building comprises a mixture of brick masonry and cladding, with roller shuttered entrance doors. These materials reflect those used locally and reflects the predominant materials in the area.

The proposed design has been revised since the time the application was originally submitted.

Due to the Council's concerns surrounding the window design, roof pitch and lack of overall symmetry, the revised design seeks to rationalise the windows to a more coordinated approach, with the extent of the window reveals also increased

It is considered that given the site context, the design, scale and appearance of the proposed building is considered acceptable and will assimilate appropriately into the neighbouring urban fabric and wider street-scene.

Visual Amenity

The proposed development would regenerate a redundant and dilapidated site which would enliven the street. It is therefore considered that the proposed development would be positive and benefit the appearance of the street-scene. It is further felt that the proposed development would easily assimilate into the surrounding without any significant or detrimental impact.

Car Parking and Highway Impact

Policy T2 of the Core Strategy states that all new developments should provide appropriate car parking facilities and also that the circumstances of each proposal should be taken into account to establish what level of parking is appropriate.

Policy DM1 requires that adequate parking should be provided for all new development and consideration should be given to traffic generation and road safety, whereas policy SP1 goes on to state that new developments should improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

In the case of the proposed development, a Transport Statement has been submitted which considers the transport implications of the proposal and concludes that there will be minimal impact.

Whilst there are no parking standards enshrined within policy, it is considered that the number of proposed spaces provides an acceptable ratio, given the proposed use of the premises and how it will operate on an appointment basis only. Any impact is further mitigated by the highly

sustainable location of the site, cycle parking provision, the proximity of public transport links and the free availability of nearby on-street parking.

Given the number of employees and the way in which the business is to operate i.e on an appointment basis only (anticipated 4 appointments a day), together with the availability and level of on-street parking, any parking demand can be adequately catered for without any undue effects on the operation of the highway.

In order to ensure that the appointment only sales strategy remains in operation in perpetuity, a condition has been included which restricts the operation of the business to be carried out in accordance with the submitted management plan only. It is believed that such a measure is necessary to prevent unregulated visitors and associated parking demand and will satisfactorily counter any concerns about on-street parking and congestion in this instance.

Servicing

The applicant states that the delivery of goods will be low, since the showroom is to display and store goods only. The distribution of furniture will continue from the existing depot in Ashton under Lyne. As such, it is not expected that there will be a constant turnover of goods and therefore associated vehicular trips.

Whilst it is believed that there is satisfactory space on the highway along Ridings Street for servicing – as is the case for the neighbouring business, a condition has been included which will require the submission and approval of more detailed servicing strategy.

In terms of waste collection, this will be carried out from the side yard area accessed from Riding Street. Highway Services have confirmed that such an arrangement is satisfactory.

Waste Management

The submitted Waste Management Strategy details how waste generated will be stored and collected from site.

Environmental Health have assessed the strategy and consider the arrangement to be satisfactory. A condition has been included to ensure the strategy is adhered to, so long as the use is in operation.

Flood Risk/Drainage

The application has been considered by the City Council's Flood Risk Management section who advise that a condition should be included to ensure the submission and approval of a surface water drainage scheme. A condition has been included in this regard.

Security

It is considered that proposal allows for increased natural surveillance to the streets to which the site addresses and will generate increased activity along a relatively quiet and secluded side street.

To ensure all external fittings and associated works are of a satisfactory standard, it is recommended that a condition of the planning approval should require the completed development to be implemented with the physical security recommendations contained within the submitted Crime Impact Statement.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new development. Based on the advice of the Environmental Health, a condition has been included which will require the submission and approval of a site investigation report and any subsequent remediation strategy. prior to the commencement of development.

Construction Management

In order to ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, air quality or the operation of the highway, a condition has been included which requires the submission and approval of a Construction Management Plan. This will need to detail working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

Climate Change and Air Quality

Due to the proposed business model and the likely modest level of vehicular trip generation proposed, it is doubtful that the proposed development would result a substantial, associated change to air quality as a consequence of vehicular emissions. This is particularly so, given the position of the development adjacent to a major north/south arterial route and on the fringe of an industrial estate.

The application has been accompanied by an Energy Statement and Environmental Standards assessment which demonstrates the inclusion of energy efficiency and carbon reduction measures to be incorporated within the development so far as possible. A condition has been included to ensure the agreed details are implemented upon completion of the development.

The development includes a cycle store for staff to promote travel by alternative means other than by private car, supplemented by the need for the agreement of a Travel Plan and the inclusion of an electric vehicle charging point. It is considered such measures would mitigate any low level impact to climate change.

Whilst it is acknowledged that there will be some localised impact upon air quality during construction, this will be short lived and through appropriate mitigation via the submission and agreement of a Construction Management Plan, any impact upon local air quality can be managed and minimised. This should include mitigation measures in relation to dust suppression, maintaining the site, the use of water to dampen dust, the covering of loose material and suitable waste management.

On this basis, it is not believed that the impact to climate change or air quality should not form a barrier to development.

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: Approve

Article 35 Declaration

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

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) No above ground development 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. The development shall only be implemented in accordance with the approved details.

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

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

Location Plan received by the City Council as Local Planning Authority on 30 November 2021, together with drawings referenced GDA/01B received by the City Council as Local Planning Authority on 21 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.

4) Notwithstanding details submitted, prior to the commencement of development, a construction management/demolition 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;

- Measures to control noise and vibrations;
- Dust suppression measures;

- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

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

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

07.00 to 18.00 hrs Monday to Saturday

At no time on Sundays and Bank Holidays

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

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

07.30 to 20.00 Monday to Saturday.

No Deliveries, servicing and all collections, including waste collections shall take place on Sundays and Bank Holidays.

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

7) Notwithstanding details submitted, the building shall be occupied until a full servicing strategy has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

8) The development hereby approved shall only be implemented in accordance with submitted waste management strategy and management plan received by the City Council on 10 September 2020 and 9 November 2020, together with the details of the bin store location shown on drawing referenced GDA/01/B, received by the City Council as Local Planning Authority on 21 March 2022.

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

9) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, 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 site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

10) The operation of the use and the sales/distribution strategy of the use hereby approved shall be carried out strictly in accordance with the details contained within the submitted Management Plan received by the City Council as Local Planning Authority on 10 September 2020. For the avoidance of doubt, patrons and customers of the approved use shall enter the premises by appointment only. The agreed details shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of highway safety and to ensure adequate car parking provision, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

11) Notwithstanding details submitted, no above ground development shall take place until there has been submitted to and approved in writing by the City Council as Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed prior to first occupation of the development hereby approved. 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, pursuant to policies SP1 and DM1 of the Core Strategy.

12) Notwithstanding details submitted, prior to the commencement of above ground development, full details of the proposed roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details and retained thereafter.

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

13) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures

(the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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 SP1 of the Manchester Core Strategy.

14) 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

15) No development shall begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy.

16) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include, means of enclosure and security measures. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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.

17) The development hereby approved shall be fully implemented in accordance with the measures detailed at Section 4.0 of the submitted Crime Impact Statement (Ref:

2008/1205/CIS/01 - Version A - 27/22/2020 received by the City Council as Local Planning Authority on 29 June 2021.

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

18) Prior to the first occupation of the development hereby approved, full details of an electric car charging point shall be submitted for approval in writing by the City Council as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the building.

Reason - In the interests of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

19) The development hereby approved shall be carried out in accordance with details contained with the Environmental Standards Statement produced by Element Sustainability (Ref: REF: 2021.243) and Energy Statement produced by Bridgewater Energy Ltd (Ref: C1703) received by the City Council as Local Planning Authority on 24 November 2021 and 30 November 2021 respectively. A post construction review certificate/statement shall be submitted for approval prior to first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

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

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

The agreed Travel Plan shall be implemented in full at all times when the development hereby approved is in use.

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

21) 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) the floorspace shall not be further subdivided to form additional units.

Reason - To prevent an over-intensive use of the site, pursuant to Policies SP1 and DM1 of the Manchester Core Strategy.

22) For the avoidance of doubt, the development hereby approved shall be used as showroom with ancillary offices (sui generis) only and shall not be used for any other use.

Reason - To prevent an over intensive use of the building and to ensure development is appropriately sited, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) City Council records highlight that the underground Shooters Brook is located within close proximity to the site (approximately 9m to the east of the site). Whilst the Council's records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all City Council underground assets. It is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and the City Council should be contacted immediately.

2) The applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Ridings Street. This will require the agreement with the City Council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

3) Please note, separate advertisement consent may be required for any proposed signage. It is advised that you contact the City Council as Local Planning Authority for advice prior to the installation of any advertisements or signage.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Bestway Cash And Carry, Monsall Road, Manchester, M40 8WT
Wormald Ansul (uk) Ltd, Grimshaw Lane, Manchester, M40 2WL
Tyco Fire And Intergrated Solutions, Grimshaw Lane, Manchester, M40 2AX
571 Oldham Road, Manchester, M40 5AF
800 Oldham Road, Manchester, M40 2AB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH1