

Delegated officer report for planning application

Date of recommendation: 5 April 2022

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Industry

Date of site visit:

Standard consultations:

Printed: 4 February 2022 Expired: 11 February 2022

Neighbour notifications

Printed: 4 February 2022 Expired: 11 February 2022

Site notice

Posted: Expired:

Press advert

Published: 14 December 2021 Expired: 4 January 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of site/building

The application site is bounded by Briscoe Lane to the North-West and Ten Acres Lane to the North-East. The Southern Boundary lies adjacent to the railway. In Context there is a residential area to the North- East (Ten Acres Lane) and the other boundaries are Industrial/Storage B8 Land use.. The site perimeter is enclosed by high, steel palisade fencing and vehicle gates, with a low-level brick wall and temporary metal fencing to the Briscoe Lane frontage.

Description of area

With the exception of the north east of the site on the opposite side of ten Acres lane is residential in nature. The remaining is commercial/ industrial in nature. Briscoe Lane is largely industrial in character and comprises a host of large-scale industrial premises and warehouses forming part of Arkady Industrial Estate and RiverPark Trading Estate just to the south.

Description of development

The existing warehouse is an established B8 use already occupying more than 26,000 m2 of B8 space we would contend that this use is well established, and any extensions are within the site area. The majority of the proposed extension infill an underused area and infill gap facing Ten Acres Lane.

The existing building has B8 use, the extended area will be the same use.

- The additional storage space is planned to be on existing hardstanding areas which are currently unused. Key elements of the development: -
 - Demolition of the existing central substation and creation of 2no new substations using unused hardstanding space with an existing pavement drop kerb/vehicle access to Ten Acres Lane. This area is currently fenced off.
 - Demolition of the single storey steel clad link corridor between the main warehouse and the smaller warehouse fronting Ten acres lane.
 - Demolition of the wall between the internal courtyard space and the area of hardstanding fronting Ten acres lane where the new substations are proposed.
 - Demolition of the wall between the internal courtyard and the main lorry turning space.
 - Construction of the new single storey portal frame warehousing as an extension of the existing (newer) warehouse to the railway boundary and infill warehousing to the courtyard between the existing buildings.
 - Removal of the existing palisade fencing fronting Ten acres lane and installation of new similar palisade fencing with access gates for a maintenance vehicle to suit the new substation configuration.
 - The proposed extension is single storey.
 - The infill extension between the existing buildings is set out to feature similar ridge heights and therefore, apart from a small elevation facing Ten acres Lane, is predominantly hidden from views outside the site.

Negotiations

Revised drawing where submitted including the introduction of better-quality cladding material for the extension and the re location of the substation has been shrouded by a wall. Therefore, the Ten Acres Lane elevation includes a vertical seamed anthracite cladding together with an internal substation and grey brick below to produce a more acceptable elevation to the residential area opposite. The same cladding would be on the extension gable which is visible further down the road in the same anthracite grey colour but maintaining the trapezoidal section cladding.

Consultations & Notification Responses

Local Residents/Occupiers -One objection and one neutral letter was received from nearby residences. The objector raised concerns regarding a new entrance on the Ten Acres Lane Elevation would increase traffic vehicle movement into the site and cause a noise and car parking nuisance. The neutral letter also commented that the new entrance located where the substation were to be located are visually unacceptable and concerned relating to operational noise were also expressed.

The proposal was advertised in the local press as a major development no representations have been received.

Response to Objectors

The revised proposal addressed the issues raised by residence by removing the potential to enter the site by erection a boundary wall to shroud the substation. A noise condition has been attached to the consent to ensure that any noise emanating from external plant and equipment will be effectively noise attenuated protecting local residences from noise.

The other matters regarding loss amenity raise by residence will be address within the body of the report.

Highway Services -recommend that a construction management plan, EVA Car Charging Points and Travel Plan Condition be attached to the consent.

Environmental Health - Conditions are advised in relation to external equipment, ground conditions, air quality, operational and servicing hours are recommended.

MCC Flood Team- recommend drainage and flood impact conditions to be attached to the consent to prevent flooding and pollution.

Work and Skills Team -commented that no local labour condition on this needed. Due to the type and amount of construction and only 5 new jobs which given nature of the jobs are very likely to be local.

Greater Manchester Police -were consulted, and recommended a secure by design condition be attached to the consent.

Environment Agency - recommend that consultant is sought from your Environmental Health Department in order to understand potential conditional requirements associated with this aspect of the development (need for further site investigation and/or remediation) and advised that sustainable drainage methods be incorporated into the scheme. Appropriate conditions have been attached to the consent and the advisory letter received from the EA has been sent to the agent.

The Coal Authority- were consulted and commented the application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

Greater Manchester Ecology Unit (GMEU) - No known reasons to indicate that the proposals will have an impact on biodiversity and requested an informative to be attached to the consent should in the unlikely event bats are found in the premises.

Network Rail -were consulted, and withdraw an objection regarding the distance the development would be from the railway line when the applicant submitted drawings showing we the development is over 3.5 metres away and that is measure from the gutter not the building. The building will be some 300mm further away.

United Utilities -recommended drainage and flood conditions consistent with the conditions requested by the council flood team which have been attached to the consent.

Issues

Policy

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

- Policies DM1, SP1, EC1-3, T2, EN14-19
- Saved policy DC26 of the UDP
- National Planning Policy Framework (NPPF).
- National Planning Policy Guidance (March 2014)

Issues

Principle

Overarching development plan policy seeks to allow the improvement of existing employment premises and contributors to economic growth. The proposed extension would align with this aim and permit business growth within the confines of an existing site and an industrial estate.

Moreover, given the existing context of the site within an industrial estate, the existing use and the relationship of the site with nearby buildings, there is unlikely to be any significant negative effects. The development will allow for some visual enhancement of the site, in light of its current unkempt setting.

Specific planning issues are outlined further below.

Design, Scale and Appearance

The proposed extensions are single storey.

The extended newer warehouse is a simple extrusion of the existing shape with the same eaves and ridge heights. The infill extension between the existing buildings is set out to feature similar ridge heights and therefore, apart from a small elevation facing Ten Acres Lane, is predominantly hidden from views outside the site

Primarily all new materials used in the roofing, brickwork and cladding above 2.0m AOGL are to match the existing newer warehouse.

The proposal includes a darker, charcoal grey, cladding and grey brickwork to the Ten Acres Lane elevation in order to reduce its impact to the street-scene and allow the original building brickwork, which is forward of the new warehouse elevation, to be dominant

Given the industrial context of the surroundings, the design and appearance of the building is consistent with the local environment and would assimilate effectively with neighbouring buildings.

It is however important to provide a high-quality frontage to the Ten Acres Lane frontage than the existing arrangement. This will be achieved by the well-designed boundary.

Residential Amenity

The nearest residential properties are situated on the opposite side of Ten Acres Lane and entrance to the site is immediately opposite to a grassed area beyond lies residential properties. The servicing arrangements that are in place from Ten Acres Lane have not altered as a result of the extension and it is anticipated that comings and goings in terms of activity in relationship with the nearest residential properties, the proposed and former uses and the existing site context within the setting of a defined industrial estate, together with the comparable floorspace of the building added, there is likely to be a negligible impact as a consequence of any activities taking place.

The applicant produced an Acoustic Assessment to assess the impact on the prevailing noise environment. This concludes that, that any noise at the proposed site would be inaudible at the nearest residential property.

Environmental Health have a request that any external plant and equipment including the substations shall be accessed for potential noise output and a condition has been attached to the consent

In term of general activity, including noise and disturbance associated with coming and goings, Due to the level of occupancy of 6 additional full time staff and associated vehicular movements, it is considered again that in the context of an industrial estate and the number involved, the impacts are not considered so great that they would undermine the living conditions of the nearest residential occupiers. On this basis, the impact upon residential amenity is considered satisfactory.

Impact on the Highway

The need to provide adequate off-road parking for new development is outlined with policies DM1, T2 and SP1 of the Core Strategy.

Existing parking is available on site for the current 40 staff and the applicant states that additional space is available for the potential additional staff (understood to be 5-6 staff). It is understood that there is a total capacity for 50 spaces.

Highways requested that parking is assessed as part of the existing Travel Plan that covered the existing site, In addition to that, the applicant has provided travel information as part of the submission. Highways accept the findings within the document, however, have requested further travel information be provided within six months of the first use of the building. To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy. A condition has been attached to the consent.

Cycle Parking

Secure and sheltered cycle parking is in place within the warehouse. This arrangement is acceptable to Highways.

Refuse and Servicing

The refuse servicing will continue as present. A waste storage area is in place within the north eastern edge of the site. An area for general waste, mixed recycling and pulpable waste is in place. The storage area provides sufficient space for vehicles to turn safely and therefore, access and egress the site in forward gear. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway. A waste management condition has been added to ensure the current arrangements are compliant with (including segregated waste recycling) and disposal of refuse.

Travel Plan

An existing Travel Plan is in place at the development. Currently of the 40 staff 4 staff car share, 13 walk, 13 drive and 10 use public transport. It is anticipated that with 46 staff 4 will car share, 16 will walk, 13 will drive and 13 use public transport.

The Transport Note states that recruitment is focused on employing staff from the local area and to reduce reliance on vehicular use.

It is recommended that The Travel Plan is regularly updated and assessed and regular Travel Surveys are undertaken to assess how staff travel to/from work. A condition has been attached to the consent.

Flood Risk/Drainage

The Environment Agency raises no objection in flood risk terms,

The application has been considered by the City Council's Flood Risk Management section who advise that conditions should be included to ensure the submission and approval of a submitted surface water drainage works, the submission of further design details and details of a clear adoption policy to ensure effective management and maintenance of the scheme thereafter.

Whilst indicative details have been provided, conditions have therefore been included which require the submission and approval of a detailed surface water drainage scheme prior to the commencement of development, as well as a subsequent maintenance plan.

Security

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 achieve 'Secured by Design' accreditation.

Air quality

From an air quality perspective and in comparison, to the existing site the application site is located close to significant arterial routes with regular bus services. It is envisaged that the location of the proposed development, together with measures forming part of the development, have the potential to impact on air quality and an air quality condition has been attached to the consent.

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 Environment Agency and Environmental Health, a condition has been included which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development.

Construction Management

As previously referred to, 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

The proposed development is an intensification of the existing use by increasing the floor space.

Given the modest level of additional car parking provision and increase in floorspace proposed, the level of vehicular trips is comparable to the previous development and unlikely to result in a significant change in air quality as a consequence of vehicular emissions.

The development must include details of electric car charging facilities as a future safeguard. This would therefore in part make a positive, albeit small contribution to climate change by facilitating the use of electric vehicles.

A condition has also been included which will require the submission and agreement of Environmental Standards. This will allow energy efficiency and carbon reduction measures to be incorporated within the 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:

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

2319/L2-02 A, 2319/L2-03 A, 2319/L2-04 B and 2319/L2-05 and the Location and the Site Plan and the Design and Access Statement, stamped as received on the 4 February 2022.

The Transport and Servicing Document, Waste Management and the Waste Servicing Plan, stamped as received on the 7 September 2021, 2319/L2-02 Rev B, sent electronically on the 3 March 2022.

The Coal Mining Report, stamped as received on the 17 September 2021 and the Phase 1 Preliminary Risk Assessment, stamped as received on the 29 November 2021.

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

3) 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 agreed materials.

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

4) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26

5) a) Externally mounted ancillary plant, equipment and servicing 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 commencement of the use hereby approved 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. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a 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 safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26

6) a) Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy

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

b) When the development within each phase 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 in each phase 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 E19 of the Unitary Development Plan for the City of Manchester.

8) 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.

In order to avoid/dischage the above drainage condition the following additional information has to be provided:

- o A drainage strategy compliant with the Drainage Hierarchy with a drainage layout showing all components, levels and connectivity.

- o 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. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

- o 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;

- o 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 40% climate change in any part of a building;

- o 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.

- o 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.

- o For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.

- o Hydraulic calculation of the proposed drainage system;

- o 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

9) 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.

10) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

11) Prior to the first use of the use of the development, a scheme for the provision of an agreed number of 7 kw fast charging electric car charging point shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason - In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

12) The development hereby approved shall be carried out in accordance with the Transport and Servicing Document, stamped as received by the City Council, as Local Planning Authority, on the 7 September 2021.

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

13) A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the

site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is noted that some information has been provided onto construction management such as the contractors compound and operation, phasing, materials storage etc. It is requested that this information is provided within a Construction Management Plan. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

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

14) No 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 and shall remain in situ whilst the use or development is in operation.

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

15) Prior to occupation of the development, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) MCC records highlight that the underground Della Brook is located within close proximity to the site (approximately 60 m to the north-east of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request 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 MCC should be contacted immediately.

3) In the unlikely event, bats are found at any time of the works, work should cease immediately, and advice sought from a suitably qualified bat worker.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Environment Agency
The Coal Authority
Greater Manchester Ecology Unit
Network Rail
United Utilities Water PLC
Environmental Health
Highway Services

Ground Floor, Former Cws Ltd, Briscoe Lane, Manchester, M40 2SX
First Floor, Former Cws Ltd, Briscoe Lane, Manchester, M40 2SX
88 Rosebank Road, Manchester, M40 2UA
147 Ten Acres Lane, Manchester, M40 2TU
131 Ten Acres Lane, Manchester, M40 2TU
11 Oban Avenue, Manchester, M40 2WG
9 Oban Avenue, Manchester, M40 2WG
Block 4 Ground Floor, Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XR
Blocks 1 And 2 First Floor, Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XR
Block 2 Ground Floor, Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XR
Block 1 Ground Floor, Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XR
239 Briscoe Lane, Manchester, M40 2ST
241 Briscoe Lane, Manchester, M40 2ST
Market Hall Unit 3, Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XP
Market Hall Units 1 And 2, Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XP
Market Hall Units 4 To 11, Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XP
Market Hall Unit 49-58, Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XP
Enza Motors Ltd, Briscoe Lane, Manchester, M40 2NL
Ian K Moore Poultry Ltd, Manchester Abbotoir, Riverpark Road, Manchester, M40 2XT
Apex Self Storage, Manchester Abbotoir, Riverpark Road, Manchester, M40 2XP
Manchester Abattoir, Riverpark Road, Manchester, M40 2XR
157 Ten Acres Lane, Manchester, M40 2TU
151 Ten Acres Lane, Manchester, M40 2TU
145 Ten Acres Lane, Manchester, M40 2TU
139 Ten Acres Lane, Manchester, M40 2TU
133 Ten Acres Lane, Manchester, M40 2TU
127 Ten Acres Lane, Manchester, M40 2TU
117 Ten Acres Lane, Manchester, M40 2SQ
190 Briscoe Lane, Manchester, M40 2SS
188 Briscoe Lane, Manchester, M40 2SS
12 Oban Avenue, Manchester, M40 2WG
10 Oban Avenue, Manchester, M40 2WG
92 Rosebank Road, Manchester, M40 2UA
90 Rosebank Road, Manchester, M40 2UA
86 Rosebank Road, Manchester, M40 2UA
155 Ten Acres Lane, Manchester, M40 2TU
153 Ten Acres Lane, Manchester, M40 2TU
149 Ten Acres Lane, Manchester, M40 2TU
143 Ten Acres Lane, Manchester, M40 2TU

141 Ten Acres Lane, Manchester, M40 2TU
137 Ten Acres Lane, Manchester, M40 2TU
135 Ten Acres Lane, Manchester, M40 2TU
129 Ten Acres Lane, Manchester, M40 2TU
125 Ten Acres Lane, Manchester, M40 2TU
123 Ten Acres Lane, Manchester, M40 2TU
115 Ten Acres Lane, Manchester, M40 2SQ

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
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH1