MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	128289/FO/2020
Date registered valid:	15 December 2020
Proposal:	Erection of single storey building to form MOT Testing Centre with associated offices (Class B2) together with parking and boundary treatment
Address:	Land Adjacent 296 New Bank Street, Manchester, M12 4HW
Ward(s):	Ardwick Ward
Applicant:	Mr. Patrick Cassidy Blockaid Limited 296 New Bank Street, Manchester, M12 4HW
Agent (if any):	Mr Kevin Rippingham One Architectural Design Group Limited 1 Marland Rise, Rochdale, OL11 4RH
Case officer:	Ian Jarvis Tel: 0161 234 4079 Email: ian.jarvis@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	6 July 2021

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit:

Standard consultations:
Printed: 15 March 2021 Expired: 29 March 2021

Neighbour notifications
Printed: 15 March 2021 Expired: 29 March 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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to a site in an area of mixed units, currently used as an HGC storage yard. The site is bounded to the north by the CAF Rail Longsight depot, and by railways and sidings to the north and east. To the south, the site adjoins a number of existing residential properties on Chalcombe Grange. To the west, the site is bounded by New Bank Street, with residential properties approximately 40m beyond. To the south west lie a number of commercial units which are part of the nearby Longsight Trading Estate, the boundary of which lies approximately 20m to the south west.

The latest planning permission granted on the site was for the creation of a company base incorporating office/ buildings mess room plus ancillary buildings , vehicle parking, settlement tank , hardstanding for plant and equipment and retention of 2.4 m high concrete post and panel fence and steel containers associated with a drain clearing company (052214/FO/CENTL2/97 - Approved August 1997)

It is proposed to redevelop the site to create a single storey MOT testing centre with associated offices plus parking provision for up to seven vehicles. The applicants are Blockaid Limited who offer a range of services in relation to unblocking drains in the Manchester area and it is proposed that the main use of the site would be to carry out maintenance, servicing, repairs and MOT services for the Blockaid fleet. In addition, the same services would be offered to the general public. who would phone the office to book their appointment.

The main workshop building would be high level single storey with a pitched roof and apex height of approximately 5.8 metres and an eaves height of approximately 4.2 metres, with a building footprint of 15 metres x 9 metres. This would be positioned close to the New Bank Strett frontage of the site with its longer side running along the street boundary. Attached to the main building would be a single storey element, to be used as offices and ancillary facilities, which would have a sloping roof with a maximum height of approximately 3.2 metres, where it meets the main workshop building, and an eaves height of approximately 2.6 metres. This element would have a footprint of 12.8 metres x 3.7 metres. The building would be constructed in brickwork with composite steel cladding panels.

Access to the development is via New Bank Street at the western site boundary with 4 car parking spaces provide for customers and 3 spaces provided for lorries/fleet vehicles. an area would also be provided on site for oil and general waste storage.

The existing boundary treatment is to be retained, other than a new 2.4 metre high gate at the vehicular entrance.

The proposed operating hours are:
8.00am to 5.00pm - Monday to Saturday
8.00am to Noon - Saturday

Consultations & Notification Responses

Local residents/adjoining occupiers - Three objections have been received, for the following reasons:

- The MOT centre would attract additional traffic along New Bank Street; this road is already heavily congested with vehicles accessing Kirkmanshulme Lane and turning in from Kirkmanshulme Lane. Cars parked outside houses on both sides of New Bank St already contribute to congested traffic flows. Vehicles also park outside the rail maintenance facility, just north of the site. This would put local residents and passing pedestrians at risk.
- Often the traffic becomes gridlocked because of parked cars reducing the road to a single carriageway. This happens especially when there is a queue of traffic backing up from the junction with Kirkmanshulme Lane. This is exacerbated by drivers using New Bank Street as a cut through to avoid Stockport Road. The junction with Kirkmanshulme Lane is often blocked by queues of traffic because Kirkmanshulme Lane is a main road and this junction is also the entrance and exit to Asda
- The site is currently in use as a depot for Blockaid drains maintenance service; this adds to congestion as heavy vehicles turn in and out of the depot (often overrunning the opposite footway and verge.) The submitted application documents don't include as assessment of traffic, as such; however it is likely that additional traffic attracted to the MOT centre would add to already-existing traffic congestion on New Bank Street, which is already unsafe because of the lorries from Blockaid. The street is not suitable for the volume of HGVs that use it. This is particularly so because the Blockaid drivers often don't have regard to other road users and pedestrians' safety. This will only get worse, the more traffic and more parked cars that there are.
- There is also a huge HGV depot that damage the roads and are back and forth 24/7. Adding an MOT station is not going to make this area any better/safer/quieter.
- There is no need whatsoever for an MOT station. The bottom line is that there are far more disadvantages than there are benefits if this plan was to go ahead.

Highways Services - Make the following initial comments:

Trip Generation

It is proposed that the site can expect circa 22 HGVs per day (license is 27 HGVs per day). To allow Highways determination, the applicant should confirm the following:
- How many HGVs will be on site at any one time and where will vehicles wait? Can all vehicles be accommodated within the site boundary?
- How many public vehicles will be MOT's per day and where will vehicles wait? Can all vehicles be accommodated within the site boundary?

Access
It is proposed an existing gate will remain closed, if this is a permanent arrangement then the footway adjacent should be reinstated. This will be at the Applicant's cost and subject to an agreement with the highway authority.

A swept path should be provided demonstrating that HGV's can access and egress the site in a forward gear.

It is also recommended that dropped kerbs and tactile paving should be provided across the vehicle access point - this would be at the applicant's cost.

Boundary
At the point of vehicle egress, the boundary treatment should be visually permeable from 600mm upwards. Any gates should open inwards and not impact the adopted highway/footway.

Car Parking/ Cycle parking
7 car parking spaces are indicated on the application form but only 4 spaces are marked on the plan provided (including 1 accessible space) - this should be clarified.
The standard spaces should be a minimum 2.4m x 4.8m and the accessible space should be 3m x 6m.
It is stated on the application form that there will be 4 staff, the arrangements for staff car parking should be provided.
Secure and weatherproofed cycle parking should be provided to encourage staff to cycle to the workplace.

MCC Highways have concerns that additional vehicles may add to existing demands on on-street car parking on New Bank Street.

Waste Arrangements
No detail has been provided, this information should be provided along with details relating to the recycling and the disposal of oil and rubber tyres.

In response the applicant confirmed the following:

- Lorry parking indicated on revised plans
- Turning head indicated for lorries within the site to demonstrate that they can enter and exit the site in forward gear
- Oil storage area indicated (collected weekly by CSG Processing)
- General waste skip indicated (collected weekly by ANP Skips)
- HGV overnight parking is indicated on the attached marked-up Location Plan
- All vehicles are off site between 8.00am and 4.00pm
- Staff parking is provided at the existing Blockaid offices at 296 New Bank Street
- Secure covered cycle parking is provided at the existing Blockaid offices
- Waste tyres are stored at the existing Blockaid offices (collected weekly by Abco Tyres)
- The main purpose of the MOT Test Centre is for the maintenance and MOT of the Blockaid fleet vehicles. It is anticipated that a maximum of 3no. Fleet HGV`s will be serviced/mot`d per day.

- It is anticipated that a maximum of 4no. general public vehicles will be serviced/MOT`d per day

Highways Services considered these changes to be acceptable. They also stated that the footway reinstatement is welcomed, dropped kerbs and tactile paving should be provided across the proposed gated entrance - all works to the adopted highway are via a suitable agreement with the highway authority. This has been provided to the applicant as an informative.

Strategic Area and Citywide Support Manager _ Recommends that conditions are attached, to any permission, in relation to contaminated land, deliveries, fumes, refuse, construction management, lighting, hours of operation (as applied for), external equipment and acoustic insulation.

In relation to the latter point, they state that the acoustic report submitted does not consider noise from vehicle movements at the development. The Management Strategy submitted with the application suggests that there could be potentially 27 HGV movements at the site per day, this is very likely to cause disamenity to nearby residents. Additional information on the control of noise from these vehicle movements will need to be submitted.

In response the applicant stated the following:

The hours of operation are to be as per the Management Strategy ie.
Mon - Fri 08.00am to 5.00pm
Sat 08.00am to 12.00pm
Sun/Bank Holidays Closed

The current Operators Licence is for 27no. HGV movements per day, but the Management Strategy suggests 22no. HGV movements per day. There will be no additional HGV movements as the main reason for the proposal is to allow Blockaid Limited to service their own HGV vehicles, which are parked on the site.

Environmental Health have confirmed that this satisfies their concerns.

Flood Risk Management Unit - Recommends that 2 conditions are attached, to any permission, in relation to submission of a surface water drainage scheme for the site, and submission of details of a sustainable drainage system.

United Utilities - No objections, subject to conditions relating to foul and surface water

GM Ecology Units - Makes the following comments:

There are unlikely to be any ecological issues associated with this development.

There appears to be one structure apparently remaining on the building, some form of single storey portakabin. Whilst there is a theoretical possibility that bats could utilise this structure, it is highly unlikely given its design and given it is adjacent to two storey residential buildings which will have significantly higher potential to provide bat roosting habitat. They are therefore satisfied that a bat assessment is not required but recommend an informative along the following lines.

Whilst the building to be demolished is low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

As the remainder of the site is hard standing there are no other ecological issues on this site.

Coal Authority - Make the following comments:

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.

Network Rail - Raised an initial holding objection to the application and there was subsequent discussions between the applicant and Network Rail. The following response was then received, from Network Rail:
The applicant has submitted a revised site plan (1567.03) - if the proposal is constructed with this plan then the holding objection can be removed. The applicant must ensure that they liaise with Network Rail for any asset protection / property issues. An informative has been provided to the applicant accordingly.

Issues

National Planning Policy Framework (February 2019) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well an add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.
A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-
- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:
- Character: a place with its own identity

- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed
guidance may be given within a supplementary planning document:-
- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be

minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered.

Principle of development - Whilst the site adjoins residential properties, on one side, the site lies in an area of mixed uses including other industrial type uses. Also, the site has historically been used for industrial type activities and the storage of large vehicles. An MOT base/vehicle repairs are new elements to the site but it is not considered that they are inconsistent with the previous use of the site or with surrounding uses, subject to the assessment of the impact of the proposal upon nearby residents.

Site layout/access/car parking - The proposed building was originally positioned against the boundary with the adjoining residential properties on Chalcombe Grange, but the building has now been moved away from this boundary, with the area closest to those properties now being used for car parking. Vehicle repairs/MOT's will take place in the workshop, in the main building, with the entrance to the workshop located on the opposite side, to the residential properties. Otherwise the site provides circulation space for vehicles to access the building and car parking spaces and for service vehicles to access the waste and oil storage areas. This area has been designed to reflect the concerns of highway services. The existing access point from New Bank Street at the western end of the frontage of the site is to be retained. Highways Services has no objections to these arrangements and also considers the level of car parking provision to be sufficient for this site and the proposed site layout is considered to be the optimal possible to allow the movements of vehicles around the site, with a building location as far away from the existing houses as possible, and is therefore considered to be acceptable.

Scale/design - The proposed building is quite large but is appropriate in scale, to its surroundings, including some larger industrial buildings on the adjacent site on New Bank Street. The building does not front directly onto New Bank Street, but is positioned behind an existing wall, so would only be partially visible above this and its design is not dissimilar to the adjoining industrial units. Also, its position on site, in relation to the nearby residential properties, reduces its impact on those properties. Overall the scale and design is considered to be in keeping with the character of properties in the surrounding area.

Residential amenity (general) - The building has been designed and positioned on site, so as to reduce its impact on nearby residential properties and the frontage of the building is positioned on the opposite side of the building, to the residential properties. In addition the applicant is proposing a 1.8 metre landscaped buffer, with tree planting, along the boundary with the residential properties, to provide additional screening. The hours proposed are typical daytime hours, and conditions are also proposed to ensure that all repair works take place in the building and that external car parking spaces are not utilised for car repairs or testing and it is considered that these arrangements and conditions will minimise any disturbance to residents.

Residential amenity (traffic) - A key concern of residents is the potential increase in traffic in the area although the applicant has indicated that the current operators licence is for 27 HGV movements per day, and that this figure would be reduced to 22 as the proposal would allow

Limited to service their own HGV vehicles, which are parked on the site, and this would naturally reduce vehicular movements. The applicant has also stated that there would be a small number of MOT'S, booked by appointment only. New Bank Street is a fairly busy road, which links Kirkmanshulme Lane to Hyde Road and Stockport Road, with a mixture of uses, including other commercial premises, and it is not considered that the proposal would lead to a noticeable change in vehicular activity in the area, and Highways Services have identified no highways concerns about this development as now proposed. The premises will operate during daytime hours and it is not therefore considered that a few additional vehicular movements per day would adversely impact adjoining residents.

Boundary treatment - The site has existing robust boundary treatment with 2.4 metre concrete post and panel fence adjoining the nearby residential properties and concrete/brick walls along the other boundaries, with the only addition being a 2.4 metre vehicular access gate. These arrangements are considered to be acceptable. It is also intended to replace the centrally positioned gate on the New Bank Street frontage with a brick boundary wall to match the existing wall on that frontage . This would have the effectively provide more screening the proposed building.

Relationship to Network Rail land - The applicant has liaised with Network Rail and they have no objections to the proposal, and the applicant is aware of the requirements of Network Rail during the construction process and future operation of the site.

Ecology - There is an existing single storey building on site to be demolished, but the Ecology Unit have not identified any significant ecological issues and have no objections to the proposal, subject to an informative relating to actions that would need to be taken if evidence of bats is discovered, when the building is demolished.

Conclusion - This is a site with an historic industrial use and lies in an area of mixed uses, including other industrial uses. Changes to the site layout, and position of the proposed building, have been negotiated to ensure that the impact of the development, on nearby residential properties, is limited and the use of conditions will ensure that the future operation of the site does not impact on the amenity of residents. A revised layout of car parking and circulation has been negotiated to ensure that the site operates with no impact on highway safety or creates potential conflicts within the site. The scale and design is considered to be in character with the area and the overall development is therefore considered to be acceptable. With regards to pre-commencement conditions, these have been agreed by the applicant.

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 polices 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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, negotiations were entered into with regards to the relationship of the proposed building to residential properties, the parking/circulation arrangements and the relationship of the site to Network Rail land.

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:

The site location plan and drawing number 1567:01, stamped as received by the City Council, as Local Planning Authority, on 14 October 2020,

Enviro Solution Phase 1 Environmental Site Assessment Report dated 13 November 2020 and stamped as received by the City Council, as Local Planning Authority, on 13 November 2020,

The Management Strategy and ADT Acoustic Survey dated 19 November 2021 (ref: ADT 3107), stamped as received by the City Council, as Local Planning Authority, on 6 December 2020.

Email from Kevin Rippingham, dated 16 February 2021, which confirms that all repair/MOT testing work will take place inside the proposed workshop building, with the roller shutters closed.

Drawing number 1567:03 rev E, stamped as received by the City Council, as Local Planning Authority, on 7 May 2021.

Email from Kevin Rippingham, dated 21 May 2021, confirming hours of operation and maximum HGV vehicle movements at the site.

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

3) Notwithstanding any materials referenced within the application submission, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed 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, EN1 and DM1 of the Manchester Core Strategy.

4) a) 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.

b) 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 EN18, DM1 and SP1 of the Manchester Core Strategy

5) The site shall not operate on Sundays and Bank Holidays and, on all other days, shall not operate outside the following hours:

8.00 am to 5.00 pm - Mondays to Fridays
8.00am to 12 noon - Saturdays

Reason - In order to protect the amenity of local residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26.1 of the Unitary Development Plan for the City of Manchester.

6) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 7.30 am to 8.00 pm, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

7) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

b) Prior to commencement of the use hereby permitted confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of occupiers of nearby properties., pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

8) Prior to development commencing on site a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development hereby approved and thereafter retained and maintained for as long as the development remains in use.

Reason - In the interests of amenity and public health, pursuant to policies DM1, EN19 and SP1 of the Manchester Core Strategy.

9) a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved scheme. The developer shall also undertake post completion testing to confirm that acceptable 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 criteria.

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

10) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Management Strategy and ADT Acoustic Survey report dated 19 November 2021 (ref: ADT 3107). The developer shall also undertake post completion testing to confirm that acceptable 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 the building and occupiers of nearby properties. pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26.1 of the Unitary Development Plan for the City of Manchester.

11) Any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment, prior to the first use of the building.

Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Manchester City Council Unitary Development Plan, policies DM1 and SP1 of the Manchester Core Strategy

12) Prior to any above ground works commencing on site 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. The approved scheme shall be implemented as part of the development.

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 principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

13) Prior to any above ground works commencing a detailed hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy

14) 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.

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.

15) 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:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policy EN17 of the Manchester Core Strategy.

16) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including 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
- Routing strategy of construction vehicles;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.
- A dilapidation survey, including photographs and commentary, on the condition of carriageway/footways of construction vehicle routes surrounding the site.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

17) The car/HGV parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car/HGV parking shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

18) All HGV/vehicle repairs and MOT testing/servicing shall take place within the proposed workshop building, with the main building entrance roller shutters closed, and no HGV/ vehicle repairs or MOT testing/servicing shall take place outside the building, including in any parking bays.

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and saved policy DC26.1 of the Unitary Development Plan for the City of Manchester.

19) The use hereby granted is for a vehicle repair, service and MOT centre only, with associated offices, and for no other purpose including vehicle dismantling, vehicle bodywork or the spray painting of vehicles or any other purpose within Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification.

Reason - Other uses may have a detrimental effect on the neighbourhood and the restriction of the use proposed will enable the Local Planning Authority to consider any further change of use on its merits, 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.

Informatives

1) Whilst the building to be demolished is low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The footway reinstatement, dropped kerbs and tactile paving should be provided across the proposed gated entrance. All works to the adopted highway are via a suitable agreement with the MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). Electric vehicle charging facilities should also be provided.

3) The proposal will require an interface with the Network Rail and the works on site must be agreed with Network Rail.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Ecology Unit
Network Rail
The Coal Authority
Network Rail
Environmental Health
MCC Flood Risk Management
Highway Services
United Utilities Water PLC
Greater Manchester Ecology Unit
The Coal Authority

12 Lamb Close, Manchester, M12 4PT
10 Lamb Close, Manchester, M12 4PT
8 Chalcombe Grange, Manchester, M12 4HQ
2 Chalcombe Grange, Manchester, M12 4HQ
1 Chalcombe Grange, Manchester, M12 4HQ
26 Lamb Close, Manchester, M12 4PT
22 Lamb Close, Manchester, M12 4PT
313 New Bank Street, Manchester, M12 4HW
311 New Bank Street, Manchester, M12 4HW
309 New Bank Street, Manchester, M12 4HW
306 New Bank Street, Manchester, M12 4HW
303 New Bank Street, Manchester, M12 4HW
299 New Bank Street, Manchester, M12 4HW
7 Bowmeadow Grange, Manchester, M12 4HG
6 Bowmeadow Grange, Manchester, M12 4HG
4 Bowmeadow Grange, Manchester, M12 4HG
2 Bowmeadow Grange, Manchester, M12 4HG
5 Chalcombe Grange, Manchester, M12 4HQ
14 Lamb Close, Manchester, M12 4PT
296A New Bank Street, Manchester, M12 4HW
293 New Bank Street, Manchester, M12 4HW
Longsight Depot, 255 New Bank Street, Manchester, M12 4HD
4 Lamb Close, Manchester, M12 4PT
6 Chalcombe Grange, Manchester, M12 4HQ
3 Chalcombe Grange, Manchester, M12 4HQ
24 Lamb Close, Manchester, M12 4PT
300 New Bank Street, Manchester, M12 4HW
8 Bowmeadow Grange, Manchester, M12 4HG
5 Bowmeadow Grange, Manchester, M12 4HG
1 Bowmeadow Grange, Manchester, M12 4HG
20 Lamb Close, Manchester, M12 4PT
18 Lamb Close, Manchester, M12 4PT
16 Lamb Close, Manchester, M12 4PT
8 Lamb Close, Manchester, M12 4PT
6 Lamb Close, Manchester, M12 4PT
2 Lamb Close, Manchester, M12 4PT
7 Chalcombe Grange, Manchester, M12 4HQ

4 Chalcombe Grange, Manchester, M12 4HQ
28 Lamb Close, Manchester, M12 4PT
22 Newton Avenue, Longsight, Manchester, M12 4EW
308 New Bank Street, Manchester, M12 4HW
307 New Bank Street, Manchester, M12 4HW
305 New Bank Street, Manchester, M12 4HW
304 New Bank Street, Manchester, M12 4HW
302 New Bank Street, Manchester, M12 4HW
301 New Bank Street, Manchester, M12 4HW
298 New Bank Street, Manchester, M12 4HW
3 Bowmeadow Grange, Manchester, M12 4HG

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
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2