

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128054/FO/2020
Date registered valid: 16 October 2020
Proposal: Temporary Change of use for a period of 5 years at Units 12-16 to mixed use Class B8 (storage and distribution); and at Units 17-18 to use class B2 (Microbrewery) and class B8 (storage and distribution).
Address: Piccadilly Trading Estate , Giddings Road, Manchester, M1 2NP
Ward(s): Piccadilly Ward

Applicant: ESN (Electricity Supply Nominees (Scotland) Limited) Third Floor, One New Change, London, EC4M 9AF
Agent (if any): Mr Michael Conroy CBRE One St Peters Square, 10th Floor, Manchester, M2 3DE
Case officer: Angela Leckie
Tel: 0161 234 4651
Email: angela.leckie@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 14 January 2021

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 18 November 2020

Standard consultations:

Printed: 19 October 2020 Expired: 9 November 2020

Neighbour notifications

Printed: 19 October 2020 Expired: 9 November 2020

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: Not applicable

Tree Preservation Order: Not applicable

The application relates to The application site extends to 0.89 ha and comprises 7 industrial units with auxiliary office floorspace at the first floor. The site is bound to the north by Gidding Road, to the east by tree cover and an area of open space, to the south by St Andrew's Square, and to the north-west beyond Adair Street is the office building Aeroworks. There is a vacant plot of land to the south currently being utilised as a car park. the west by Adair Street and lies within the Piccadilly Trading Estate.

Primary access to the site is from Gidding Road. Each unit has its own access point on to Gidding Road. The parking / areas to the front of each of the units are sectioned off from each other. Vehicles are unable to directly move between the units. There is also a secondary access from St Andrew's Square serving units 12-15 suitable for larger HGV vehicles.

The site is in a highly accessible location, approximately 500m east of Piccadilly train station. The inner ring road Great Ancoats Street is approximately 100m to the north providing convenient access to the highway network. Great Ancoats Street is a bus route with services to Ashton-under-Lyme and Manchester City Centre

Description of area

The wider area is characterised by employment provision. The employment provision to the north and east of the site is of a comparative size and scale to the units at the application site.

The site is located within the Manchester Piccadilly Strategic Regeneration Framework (HS2 SRF) (2018) area. The SRF identifies Piccadilly Trading Estate as a major development and regeneration opportunity located within the 'Piccadilly Central' character area.

It is envisioned that Piccadilly Central will become a dense, mixed-use district focused around high-quality open space. The long-term vision for the application site is for residential development of up to 12 storeys.

The indicative phasing strategy put forward in the Manchester Piccadilly SRF anticipates the site being developed prior to the construction of HS2 as part of Phase C.

Description of development

The application site was previously occupier for many years by Parcel Force as a parcel sorting office under Sui Generis. A number of units at the site are currently occupied for Use Class B8 purposes and have been operating without issue for many years. However, there has never been an approval for a change of use application from Sui Generis to Use Class B8.

This application seeks to regularise Use Class B8 operations at the site and allow a degree flexibility at Units 17-18 by also securing permission for Use Class B2. By securing planning permission for Use Class B8 at Units 12-16 and Use Class B2 and B8 and Units 17-18. It is

intended that Units 17-18 would accommodate Track Brewing, an independent microbrewery. Track Brewing would utilise the site to brew beer.

Given the above context and to enable the future delivery of the redevelopment proposals for the wider site within the context of the above consent is only sought for a temporary 5 year period.

With respect to ventilation arrangements at the microbrewery, the equipment is steam generated and has condensing units and such there is no ventilation / fume exhaust requirements for the brewery. The steam evaporation from the 'boil-off' drains as H₂O.

Consultations & Notification Responses

Publicity – Occupiers of neighbouring properties were notified about the application and no representations were received.

Head of Environmental Health – Have no objections but have recommended conditions in relation to hours, acoustic insulation of plant and storage and disposal of refuse.

Head of Highways – Have no objections but have requested the inclusion of cycle parking facilities and EV charge points.

Greater Manchester Police – Have no objections subject to the recommendations of Crime Impact Assessment being implemented as part of the proposals.

HS2- Have no objections.

Issues

National Planning Policy Framework – The following Policies are of relevance to this application:

Section 1 - Building a strong and competitive economy- which is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future and places significant weight on the need to support economic growth through the planning system.

Section 2 Ensuring the Vitality of Town Centres, - which promotes competitive town centre environments

Core Strategy - The following policies are considered to be most relevant to the proposed development:

Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) –which identifies that City Centre as a strategic economic location and focus of employment growth encouraging a variety of high quality accommodation types, sizes and foot-plates to boost investment by local, national and international businesses and supports the provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities within the City Centre to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre.

Policy SP1 (Spatial Principles), - which guides the strategic development of Manchester identifying the Regional Centre as the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. It states that all development within the

City Centre regeneration area should have regard to the character and issues as identified in the Manchester City Centre Strategic Plan and outlines the following core development principles:

Development 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 DM1 (Development Management) – Which states that all development should have regard to a number of specific issues the following of which are relevant to this application and for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Refuse storage and collection.
- Vehicular access and car parking.

Policy CC7 Mixed Use Development - identifies the City Centre as presenting the most viable opportunities for mixed-use development, and states that active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a mixed-use development which will create such an environment.

Policy T2 (Accessible Areas of opportunity and need)- which states that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport.

The Unitary Development Plan for Manchester – Whilst the Core Strategy has now been adopted some of the UDP policies remain saved as there are no replacement policies contained in the Core Strategy. The relevant policies are detailed below:

DC26.1 Development and Noise - which details how the development control process will be used to reduce the impact of noise on people living and working in the City and states that this

will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity.

DC26.5 Development and Noise – which states that the Council will control noise levels by requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate

Principle of the Use

The units that are the subject of this application is located within a part of the City where this type of use would normally notwithstanding the longer terms plans for the area be acceptable in principle. The consent would ensure that the units can continue to generate employment opportunities as a meanwhile use on a temporary 5 year basis until longer term plans for the site aligned with the SRF are brought forward.

Regeneration is an important planning consideration and there is a need to build on the regeneration that has already taken place within the Piccadilly Gateway area and the investment and environmental improvements which are continuing there.

The proposed use would be complementary to the existing uses subject to appropriate control of in terms of the hours of operation and the need to deal satisfactorily with noise and storage and disposal of refuse.

In view of the above it is considered that the proposal has the potential to add to the area's vibrancy and contribute to the character of the emerging Mayfield Area. The proposals are therefore considered to be in accordance with Core Strategy policies CC1, SP1, CC7, T2 and DM1 and saves UDP DC26.

Residential Amenity / Hours of Operation

The Head of Environmental Health has also recommended a condition limiting the hours during which the building can be serviced. This will ensure that any disturbance from such activity is confined to acceptable hours of the day.

Given the above it is considered that subject to conditions, controlling the acoustic insulation of the premises, the hours of operation and the hours during which deliveries can take place and the storage and disposal of refuse the proposals would be acceptable and consistent with Core Strategy Policies SP1 and DM1 and saved UDP policies DC26.1 and 26.5.

Crime and Disorder

Greater Manchester Police Design for Security have advised that they are happy to support the proposals provided the recommendations within the Crime Impact Statement are implemented on site. It is also felt that an increase in the use of vacant properties has the potential to increase the level of natural surveillance.

In view of the above it is considered that the proposals are consistent with Policy DM1 of the Core Strategy.

Car Parking/Highway Safety - The site is in an area that is well served by various methods of public transport including buses, trains and the Metrolink and the proposals for servicing and waste collections are considered to be acceptable..

Given the above, the proposals are considered to be in accordance with Core policies DM1 and T2.

Disabled Access

There is level access to the premises. Given this the proposals would be consistent with Core Strategy Policy DM1.

Highways Comments

The request for EV units is noted but given the scope of the proposals and the temporary nature of the consent it is considered that the investment required to facilitate this would in the case be unduly onerous on the applicant.

Cycle parking facilities have now been included in the scheme.

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 in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. No such problems have arisen on this application.

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

1) The permission hereby granted is for a limited period only, expiring on 15-01-26; and the use and structures comprising the development for which permission is hereby temporarily granted is required to be discontinued on that date and removed from site within one month of the use ceasing.

Reason - The site and wider area are expected to undergo significant changes as a result of regeneration being promoted by the City Council and it will be necessary to reconsider the suitability and acceptability of the use of this site following this temporary period. This temporary permission will allow the City Council to reconsider the consequences of development on the site which are not foreseeable beyond the expiry of this temporary permission, pursuant to the Manchester Core Strategy policies SP1, CC1, CC10, CC8 and DM1.

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

- (a) Site Location Plan Dwg. no. 310861-U12-18-0G Rev B;
- (b) Site Layout Plan 16-1175 001 Rev B, Ground Floor Plan and Waste Management Arrangements Dwg. no. 310861-U12-18-0G Rev B, Internal Area Plan (Existing First Floor) (Dwg. no. 310861-U12-18-01 Rev A) and Track Brewery & Taphouse - Proposed General Arrangement (Dwg. no. 002);
- (c) Unit 17-18 Operating Statement Appendix A CBRE Letter dated 06-10-20;
- (d) CBRE e-mail 02 10 20 (Level Access);
- (e) Measures within Coraiht, Units 12-18 Piccadilly Trading Estate , Manchester, Travel Plan Dec 2020;
- (f) Coraiht Highway Technical Note, Date: 8th December 2020;
- (g) Servicing Strategy and Parking Mangement Strategy set out within Sections 3.2 and 6 of the Coraiht, Units 12-18 Piccadilly Trading Estate,Manchester, Transport Assessment 08-09-2020; and
- (h) Waste Management Pro-forma stamped as received on 21-09-20 as amended by WASTE MANAGEMENT ARRANGEMENTS ADDENDUM stamped as received on 05-01-20.

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 for the City of Manchester.

3) The approved uses shall operate in accordance with the following:

Noise limits and recommdations within Section 5 of the Proposed Brewery, Piccadilly Trading Estate, Noise Impact Assessment
9511120/rmg/R1/v4 - 8th September 2020 by Bureau Veritas.

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

4) The units shall not operate outside of the following hours:

Units 17-18 Tap Room and Sales: Monday - Sunday (inclusive) 9:00 am to 22:00 pm.

All other operations within units 12-18 limited to hours of: Monday - Friday (inclusive) 8:00 am to 18:30 pm.

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.

5) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday and 10.00 to 18.00 on Sundays/Bank

Holidays with the exception of distribution which can take place between 6am to 7pm seven days a week.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

6) a) 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 prior to installation in order to secure a reduction in the level of noise emanating from the equipment. This shall ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location.

b) Prior to first use of any external plant, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has 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.

7) Consent is granted on the basis that there will be no playing of live or amplified music on the premises.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1, C10 and DM1 of the Core Strategy and saved Unitary Development Plan policies DC10 and DC26.

8) The development hereby permitted shall be carried out in accordance with the security measures as outline in sections 4,5 and 6 of the Crime Impact Assessment Version A dated 01-05-20;.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
High Speed Two (HS2) Limited

Unit 12 To Unit 13, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2DX
Unit 14, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2DX
Unit 15, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2DX
Unit 17 To Unit 18, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2DX
Unit 16, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2DX
Amato Food Products Ltd, 6 St Andrew's Square, Manchester, M1 2NS
Ground Floor, 1 Adair Street, Manchester, M1 2NQ
P A Metals, Travis Street, Manchester, M1 2NQ
Armstrongs Office Furniture, Ground Floor And First Floor, 1 Adair Street, Manchester, M1 2NQ
K G Christys And Co Ltd, Helmet Street, Manchester, M1 2NT
Unit 9, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2NP
Unit 10, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2NP
Unit 11, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2NP
Units 7 To 8, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2NP
Units 3 To 5, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2NP
Unit 2, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2NP
Piccadilly Trading Estate, Giddings Road, Manchester, M1 2NP
Unit 22, Piccadilly Trading Estate, Giddings Road, Manchester, M1 2NP
Old Sorting Office, St Andrew's Street, Manchester, M1 2AH
Ground Floor, Aeroworks, Adair Street, Manchester, M1 2NQ
Lower Ground Floor, Aeroworks, Adair Street, Manchester, M1 2NQ
First Floor, Aeroworks, Adair Street, Manchester, M1 2NQ
2 Helmet Street, Manchester, M1 2NT
Emitex House, 31 St Andrew's Street, Manchester, M1 2AH
52 Heyrod Street, Manchester, M1 2WW

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
HS2 Phase 2b Safeguarding Zones - HS2 Phase 2B Safeguarding Zones (July 2017)
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CITY2