MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	126630/FO/2020
Date registered valid:	28 April 2020
Proposal:	Erection of two storey side extension to existing office, together with the inclusion of a mezzanine floor and associated car and cycle parking.
Address:	20 Pollard Street East, Manchester, M40 7FS
Ward(s):	Ancoats & Beswick Ward
Applicant:	BoohooMAN Kamani 20 Pollard Street East, Manchester, M40 7FS
Agent (if any):	Mr Mark Percival ArchitectureM Moravian College, 14 Fairfield Sqaure, Manchester, M43 6AD
Case officer:	Ian Jarvis Tel: 0161 234 4079 Email: ian.jarvis@manchester.gov.uk
Recommendation:	APPROVE
Date of recommendation:	30 November 2020

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Office

Date of site visit:

Standard consultations:
Printed: 6 October 2020 Expired: 20 October 2020

Neighbour notifications
Printed: 6 October 2020 Expired: 13 October 2020

Site notice
No site notice has been produced

Press advert
Published: 27 October 2020 Expired: 17 November 2020

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 an existing building in a long established industrial area. The building is set-back, from the Pollard Street East boundary of the site, and comprises two distinct elements. The majority of the building is of a steel portal frame construction, with brick elevations, which form the site boundaries with Lind Street and Cambridge Street. There is also a pitched cement sheet roof which projects forward of the building. To the south-west of this building there is a smaller two-storey ancillary office building, of brick construction with a flat roof. Otherwise the site comprises hardstanding to form parking/servicing areas. Where the building does not provide the site boundary 2 metre high palisade fencing forms the site boundary.

The property was originally occupied by a printing company and is now used by an internet company as a headquarters for the men's clothing side of their business following the granting of planning permission in 2017:

114642/FO/2016 - Change of use from industrial use (Class B2) to office accommodation (Class B1a) formation of a mezzanine floor and associated elevational alterations - Approved 28 June 2017.

At that time it was indicated that the two-storey office block would remain as the main reception space with meeting rooms and a canteen/cafe area. Within the main building approximately 80 people would be employed carrying out telephone orders and administration tasks. In addition two small mezzanine areas were proposed to accommodate a further meeting room and some

storage space. In addition other ancillary areas were provided including meting pods, directors office, creative spaces and a gym.

The proposal provided 28 car parking spaces and the allowed hours of operation are 9.00am to 6.00pm, Monday to Friday.

It is now proposed to erect a two storey extension to the side of existing building, between the building and the site boundary with Pollard Street East, to increase the overall office space due to the business expanding in size over time. The extension would form an extended section to the front of the open plan office space. In addition a smaller two storey extension is proposed, at the southern end of the building, which takes the site up to the southern boundary. The proposal will essentially double the capacity of the workforce on site with the application indicating an internal desk layout of approximately 130 desks.

The ground floor space would be taken up by both grouped banks of desks and a photo studio area. To the side of the extension, where it meets the proposed parking area, a large loading bay door is proposed to allow equipment to be easily transported into and out of the site. The upper floor would be predominantly comprised of banks of desks with small breakout areas for staff. The two floors would be linked by three spiral staircases within the extension.

The ground floor space of the extension to the side of the double height office block, at the southern end of the site, is to be utilised as communal space to increase the capacity of the employee cafeteria area. The upper floor is to be comprised of large meeting room.

The proposal involves increasing the overall floor space at the site, currently 1903 square metres, by 1240 square metres, to provide an overall floorspace figure for the site of 3143 square metres.

The main extension would have a pitched roof and would be constructed in materials to match the existing and the secondary extension would have a flat roof, with a balcony area adjacent to the meeting room.

The proposal involves reducing car parking at the site to 12 spaces, although cycle parking facilities would be increased from 8 spaces to 34 spaces.

The proposal has been advertised, on site and in the press, as a major development.

Consultations & Notification Responses

Adjoining occupiers - Adjoining occupiers - No objections received.

Highway Services - Make the following comments:

Trip Generation / Sustainable Travel:
No substantive quantification is given for trip levels and/or modes of travel associated with current occupation. This would have provided useful information for interpolation and application to the proposed development. Notwithstanding the above, Highways acknowledge and welcome the applicant's intentions in support of sustainable access noting opportunities for travel on-foot, by bicycle, and by multiple modes of public transport. Highways request therefore that any consent is conditioned to include an agreed Travel Plan by which the occupier can proactively manage and monitor appropriate measures aimed at reducing single occupancy car use and in promoting sustainable alternatives to staff and visitors alike.

Access and Parking:

The proposals include the on-site allocation for the use of senior management and visitors of 12 no. car parking bays, including the provision of three accessible bays, accessed from Pollard Street East. Highways seek further clarification however on how this compares with existing on-site provision and its current use (noting the Application Form suggests there are 28 spaces currently) together with more robust justification on a proposed level overall that is less than some 15-20 percent of the maximum permissible under Manchester's Core Strategy. This justification should also include consideration and commentary on the adequacy of any on and off-street parking in the locality.

In support of sustainable development, Highways request that the applicant includes onsite provision for electric vehicle charging in accordance with the Council's current planning guidance for new development.

Noting differences between the Application Form and supporting Transport Assessment, clarification is sought also on intended level and form of secure cycle parking to be provided, demonstrating compliance / justification against the Council's Core Strategy.

Operational Servicing:
Clarification is sought with regard to loading arrangements (location, type and frequency of deliveries) for daily operational servicing of the current and extended development.

Waste Management:
It is understood that waste will be stored within the site to be collected daily by private contractor from the frontage of the premises. Clarification is sought on specific location and arrangements for collection.

Construction:
Information is limited around requirements and any planned arrangements for construction, including how this would work with the existing commercial occupation. Further information will be required with regard to duration, frequency and type of vehicular access that will be required, including contractor parking requirements, and how this will all be satisfactorily accommodated.

In response the applicant commented as follows:

An agreed Travel Plan carried out by the business operator can be conditioned subject to the approval of the scheme in an effort to promote more sustainable alternative methods of transport for staff and visitors.

A total of 28 spaces was initially proposed for the development back in 2016 however not all of these spaces are now accounted for. As such, the site has a maximum vehicle capacity of 15 cars. Justification can be made for the availability of off-site, streetside parking given the width of the existing highways in conjunction with the relative lack of business in the area. An estimated capacity of between 70- 75 cars can be parked around the perimeter edge of the site.

A total of 18 Sheffield Stand cycle spaces are allocated within the secure confines of the site.

A total of 2 electrical vehicle charging bays is proposed to be installed within the site car park at bays 6 & 7.

There are no loading provisions proposed for the site as it will not be taking deliveries from vehicles larger than a van. Sufficient space has been allocated for Class B vehicular use only.

Waste bin storage is located to the front of the site besides the pedestrian/vehicular access gate. Waste removal will be akin to the current provision which includes the use of daily collection vehicles, accessing the site in reverse gear and leaving in a forward gear. Sufficient space has been allocated within the confines of the site for small waste collection vehicles without causing hindrance to other users.

Highways Services welcomed the implementation of a thorough travel plan for the site. They also feel that given the uplift in staff numbers and existing demands on kerbside car parking around the site that the following measures are also required to ensure that additional vehicles generated by the site do not compromise local highway operation/safety:
-TRO review/implementation, to be funded by the applicant, to better mange existing/future on-street car parking in the vicinity of the site.
- Applicant to investigate/provide leasing off street car parking for staff.

Highways do still have concerns as there is a high level of parking demand in the vicinity of the site and this will most likely increase when new staff are employed. This can result in drivers parking vehicles on corners, blocking footways etc. which can be hazardous, but they can agree to a condition requiring car parking to be reviewed once the development is operational, also subject to the TRO being reviewed.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to construction management, approval of hours as applied for, insulation of any external equipment, contaminated land and approval of the submitted waste management arrangements.

Flood Risk Management - Recommend that a condition is attached, to any planning permission, in relation to surface water drainage. refuse and contaminated land.

Work and Skills Officer - Are keen to have a local labour agreement for end use as the application form seems to suggest there will be 130 new jobs and they would like to ensure max benefit for Manchester residents.

Greater Manchester Police - Support the application subject to additional security measures being introduced on site. These have been provided to the applicant as an informative.

Cadent Gas - Indicates that one of their pipelines lies just outside the site boundary and that a 3 metre ac cess strip needs to be maintained, to service the pipeline. This matter has been brought to the attention of the applicant who have indicated that this does not impact on their proposed works.

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 – The proposal is an extension of an existing Class B1a office use in a mostly industrial/commercial area. It is considered that the proposal is compatible with the surrounding area and will offer more employment opportunities. The proposed extension, of the existing use, is therefore considered to be acceptable in principle.

Site layout – The main part of the extension would be positioned between the existing building and the back of pavement on Pollard Street East with the smaller extension at the southern end of the site. It is not considered that the position of the extensions would have an adverse impact upon any adjoining occupiers, although the proposal does lead to a reduction in car parking provision at the site although an area is retained for some parking and servicing/waste collections, accessed from an existing vehicular access point. Subject to assessment of car parking provision, the proposed site layout is considered to be acceptable.

Residential Amenity - There are some residential properties in close proximity to the site, on Cambrian Street although these are located away from the main frontage of the site where the building work is proposed and from where the activity would generally take place. Also these properties are located in an industrial area, and are therefore surrounded by non-residential uses so they are located in a noise affected environment. The premises would operate only during the normal working day, Monday to Friday, as existing and it is therefore considered that much of the noise generated by the proposed use would be subsumed within this noise

environment. It is not therefore considered that the proposed development would unduly affect residential amenity.

Design – Originally an upper floor design was proposed, incorporating a flat roof, which was not considered to be in keeping with the existing building or the character of the area generally. Following negotiations a revised design is now proposed with greater use of brickwork and a much more cohesive roof design, which is considered to be more in keeping with the existing building and the character of the surrounding area.

Car parking – Currently on site 28 spaces are provided for 1903 square metres of floorspace, a ratio of one space for every 68 square metres of floorspace. The proposed increase in floorspace, and associated reduction in car parking means that 12 spaces would be proposed for 3143 square metres of floorspace, a ratio of 1 space 262 square metres of floorspace, which is effectively a quarter of the rate currently provided. Highways services consider that on-street car parking is an issue in this area and suggested that the applicant look at providing some additional off-street parking on a nearby site, although this is not feasible for the applicant.

Highways concerns are that there is a high level of parking demand in the vicinity of the site and this will most likely increase when new staff are employed. This can result in drivers parking vehicles on corners, blocking footways etc. which can be hazardous. However, they consider that the application can be supported if it is accompanied with conditions related to submission of a travel plan, review of the TRO in the vicinity of the site and with an undertaking that a car parking review is undertaken once the use is operational.

Cycle storage - The applicants have indicated the provision of 34 secure bicycle spaces in front of the office building, which is a significant improvement on the 8 currently being offered. This provision is considered to be acceptable to Highway Services. Cycle storage appears to be provided by way of Sheffield stands and a condition is proposed relation to submission of final details.

Waste – The applicants have indicated that waste management, at the site, is already dealt with via a privately contracted waste removal company. There are currently a number of industrial size waste bins which includes a 1200L Dry Mixed Recycling and a 1200L General Waste bin, both of which are collected and emptied daily. Given that the size of the building is to be increased with a greater number of employees on site, refuse capacity is to increase to a total of 4 1200L General Waste bins and one additional Dry Mixed Recycling bin. These arrangements are acceptable to Environmental Health.

Boundary treatment - The site is currently surrounded by palisade fencing and there are no intentions to replace this. This treatment is not considered to be inappropriate in this industrial area.

Local labour – A condition is proposed to ensure that many of the new job opportunities being offered will be available to local people. It is envisaged that this will also help alleviate car parking concerns in the vicinity of the site.

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 have taken place with the applicant through the course of the application, particularly in respect of the design of the proposed extension and car parking matters. The applicant has also been advised of a number of pre-development conditions,. The proposal is considered to be acceptable and therefore determined within a timely manner.

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:

Site location plan, stamped as received by the City Council, as Local Planning Authority on 31 March 2020.

Waste Management Strategy dated 3 April 2020 and Transport Assessment, stamped as received by the City Council, as Local Planning Authority on 14 April 2020.

Planning Statement rev B, dated April 2020, stamped as received by the City Council, as Local Planning Authority on 28 April 2020.

Email from Matthew Wall with accompanying response to highways comments document, dated 1 October 2020 and drawings numbered 413/201/B, 413/202/B, 413/220/B, 413/221/B, 413/222/B, 413/423/B, 413/230/B and 413/240/B, stamped as received by the City Council, as Local Planning Authority on 1 October 2020.

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) Prior to any works above ground commencing 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 approved materials shall be used in the construction of the development.

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 Manchester Core Strategy.

4) The premises shall not operate outside the following hours:

9.00am to 6.00pm - Mondays to Fridays

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 Manchester Core Strategy.

5) 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 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.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

6) 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;

- Construction hours;
- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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.

7) 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 replacement national standards and details that have been submitted to and approved in writing by the City Council as Local Planning Authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy.

8) The details contained within the Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority on 14 April 2020 and drawing numbered 413/201/B, stamped as received by the City Council, as Local Planning Authority on 1 October 2020. 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 amenity and public health, pursuant to policies DM1, EN19 and SP1 of the Manchester Core Strategy.

9) 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 extension hereby approved.

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.

10) 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.

11) Before first use of the extension hereby approved a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The travel plan shall include:

i) Measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;
ii) A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;
iii) Mechanisms for the implementation of the measures to reduce dependency on the private car;
iv) Measures for the delivery of specified travel plan services;
v) Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car
Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

12) Facilities for bicycle parking at the development shall be completed and made available in accordance with details that shall be submitted to and approved in writing by the City Council, as Local Planning Authority prior to the first use of the development hereby approved. The approved space and facilities shall then be provided prior to the use of the building commencing and shall thereafter be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

13) Prior to the erection of the above ground structure, full detailed designs (including specifications) of any necessary off site highways works and/or Traffic Regulation Order to mitigate the impact of the development (including any footpath reinstatement/resurfacing, the closure of any redundant crossings, provision of tactile paving across the car park access, review/installation of additional street lighting and the creation of new vehicle cross overs and pedestrian routes), shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the proposed accommodation first being brought into use.

Reason - In the interests of highway safety due to the increased traffic flow generated from the development, pursuant to policies T1 of the Manchester Core Strategy.

14) Within 6 months of the first use of the development hereby approved, details of a car parking review detailing the demands/uptake of car parking at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall set out the demands for car parking at the development including a strategy for the provision of further off site car parking should this be deemed necessary.

In the event of a strategy is approved for the implementation of additional off site car parking, this strategy shall be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To ensure an adequate supply of car parking at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy.

15) Prior any above ground works , finalised details of the location and type of the proposed charging points for vehicles within the car park shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved locations and facilities shall then be provided prior to the occupation of the development hereby approved , and shall thereafter be retained and permanently available for use.

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

16) a) Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

Informatives

1) The applicant is also reminded that any construction requirements for licensing, hoarding, scaffolding, temporary traffic management etc. will need to be discussed and agreed prior to the commencement of any work with the Council's Highways Applications and Network

Resilience team (tel. 0161 234 5004).

2) - Any new external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards.
- All aspects of the extension, particularly doorways should be illuminated with dusk til dawn lighting.
- CCTV will need to be reviewed to check all new areas are covered.
- An intruder alarm should be installed or if there is an existing one within the current building for the coverage of this to be reviewed and extended to cover the proposed development.

3) Cadent Gas does have Intermediate Pressure apparatus in the vicinity.

This was laid to the appropriate standards and in accordance with the relevant codes of practice. The pipeline is laid in a legally negotiated easement to which certain conditions apply.

The intended work is in the vicinity of the pipeline, which is laid in a legally negotiated easement to which certain conditions apply.

It is essential that access to the pipeline is not restricted, particularly in the event of an emergency. Therefore, there must be no obstructions within the pipeline's maintenance easement strip, which would limit or inhibit essential maintenance works on the pipeline.

The BPD (Building Proximity Distance) for the Pipeline is 3 metres.

The BPD is taken from The Institution of Gas Engineers and Managers publication IGEM/TD/1 Edition 5 which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission.

This is the standard adopted by Cadent Gas and endorsed by the Health and Safety Executive (HSE).

There are other restraints imposed on high pressure gas pipelines, these are land use planning distances. These are distances defined by the HSE to allow them to advise on the acceptability of new developments next to the pipeline and are controlled through the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) process. Further guidance on how these are applied can be found on the HSE's website http://www.hse.gov.uk/landuseplanning/padhi.pdf

Under Land Use Planning the HSE may wish to apply more stringent criteria for Building Proximity. It is recommended that you ensure that they are formally consulted.

When working in the vicinity of ANY Cadent Gas pipelines, the standards set out in the enclosed copy of the Cadent Gas specification SSW22 must be strictly adhered to. PLEASE ENSURE THAT THIS IS HANDED TO THE RESPONSIBLE PERSON ON SITE, TOGETHER WITH COPIES OF THE ENCLOSED PLANS.

It is the responsibility of the applicant to contact Cadent Gas prior to any works commencing on site. As you will appreciate we are unable to provide specific guidance based on the information provided. It is therefore essential that the applicant should contact Cadent Gas at the earliest convenience providing detailed site plans, method statements and risk assessments. Correspondence should be forwarded to the above address and marked for the attention of 'The Plant Protection Team'. This will enable us to provide the relevant documentation for safe working in the vicinity of our pipeline, and to arrange appropriate site supervision.

Early Contact at the planning stage is very important to allow full discussion of proposals and to ensure the safety of plant and operators.

Plant Protection Team, 3rd Party Enquiries, Cadent Gas Block 1 floor 2 Brick Kiln Street Hinckley Leicestershire LE10 ONA.

Please note that a minimum 7 days notice, or shorter if agreed with Cadent Gas, is required before any work may commence within the easement.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Police

19 Cambrian Street, Manchester, M40 7EP
17 Cambrian Street, Manchester, M40 7EP
50 Cambrian Street, Manchester, M40 7EG
10A Lind Street, Manchester, M40 7ES
Ground Floor, 19 Lind Street, Manchester, M40 7ES
Ground Floor And First Floor, 19 Lind Street, Manchester, M40 7ES
First Floor Vacant, 19 Lind Street, Manchester, M40 7ES
29 Cambrian Street, Manchester, M40 7EP
33 Cambrian Street, Manchester, M40 7EP
27 Cambrian Street, Manchester, M40 7EP
21 Cambrian Street, Manchester, M40 7EP
Unit 1, Branson Court, Branson Street, Manchester, M40 7FP
Units 2 And 3, Branson Court, Branson Street, Manchester, M40 7FP
10 Lind Street, Manchester, M40 7ES
Petco House, 35 - 37 Cambrian Street, Manchester, M40 7EP
Workshop Junction Lind Street, Pollard Street East, Manchester, M40 7FS
19 Lind Street, Manchester, M40 7ES
31 Cambrian Street, Manchester, M40 7EP
25 Cambrian Street, Manchester, M40 7EP
Branson Court, Branson Street, Manchester, M40 7FP
48 Cambrian Street, Manchester, M40 7EG
23 Cambrian Street, Manchester, M40 7EP
Central Studios, Wellington House, Pollard Street East, Manchester, M40 7FS
Wrestling Gym, Wellington House, Pollard Street East, Manchester, M40 7FS
Jabio, Wellington House, Pollard Street East, Manchester, M40 7FS
Vox Pop Music, Wellington House, Pollard Street East, Manchester, M40 7FS
KD Drums, Wellington House, Pollard Street East, Manchester, M40 7FS
Marble Media Studio, Wellington House, Pollard Street East, Manchester, M40 7FS
Huller And Sons, Wellington House, Pollard Street East, Manchester, M40 7FS
G2, Wellington House, Pollard Street East, Manchester, M40 7FS
BCM Services, Wellington House, Pollard Street East, Manchester, M40 7FS
Fibreglass Technology, Wellington House, Pollard Street East, Manchester, M40 7FS
Prime Time Studios, Wellington House, Pollard Street East, Manchester, M40 7FS
Pinstripe, Wellington House, Pollard Street East, Manchester, M40 7FS
Whalley Range All Stars, Wellington House, Pollard Street East, Manchester, M40 7FS
Flying Carpets, Wellington House, Pollard Street East, Manchester, M40 7FS
Peerbridge Ltd, Wellington House, Pollard Street East, Manchester, M40 7FS
Sound Station Productions, Wellington House, Pollard Street East, Manchester, M40 7FS
Enterprise LGV Tuition, Pollard Street East, Manchester, M40 7FS
Fourth Floor, Wellington House, 1 Pollard Street East, Manchester, M40 7FS
Ground Floor, Wellington House, 1 Pollard Street East, Manchester, M40 7FS
Ground Floor Unit 6, Wellington House, 1 Pollard Street East, Manchester, M40 7FS
Ground Floor Store 8, Wellington House, 1 Pollard Street East, Manchester, M40 7FS

Ground Floor Unit 7, Wellington House, 1 Pollard Street East, Manchester, M40 7FS
First Floor, Wellington House, 1 Pollard Street East, Manchester, M40 7FS
Third Floor, Wellington House, 1 Pollard Street East, Manchester, M40 7FS
Second Floor, Wellington House, 1 Pollard Street East, Manchester, M40 7FS
Wellington House, 1 Pollard Street East, Manchester, M40 7FS
15 Pollard Street East, Manchester, M40 7QX
Unit 70, 15 Pollard Street East, Manchester, M40 7QX
Unit 84, 15 Pollard Street East, Manchester, M40 7QX
Unit 78, 15 Pollard Street East, Manchester, M40 7QX
Unit 55, 15 Pollard Street East, Manchester, M40 7QX
Unit 54, 15 Pollard Street East, Manchester, M40 7QX
Unit 43, 15 Pollard Street East, Manchester, M40 7QX
Unit 21, 15 Pollard Street East, Manchester, M40 7QX
Unit 13, 15 Pollard Street East, Manchester, M40 7QX
Unit 2, 15 Pollard Street East, Manchester, M40 7QX
Unit 95, 15 Pollard Street East, Manchester, M40 7SL
Unit 90, 15 Pollard Street East, Manchester, M40 7SL
Unit 50, 15 Pollard Street East, Manchester, M40 7QX
Unit 46, 15 Pollard Street East, Manchester, M40 7QX
Unit 79, 15 Pollard Street East, Manchester, M40 7QX
Unit 76, 15 Pollard Street East, Manchester, M40 7QX
Unit 75, 15 Pollard Street East, Manchester, M40 7QX
Unit 67, 15 Pollard Street East, Manchester, M40 7QX
Unit 64, 15 Pollard Street East, Manchester, M40 7QX
Unit 60, 15 Pollard Street East, Manchester, M40 7QX
Unit 41, 15 Pollard Street East, Manchester, M40 7QX
Unit 37, 15 Pollard Street East, Manchester, M40 7QX
Unit 36, 15 Pollard Street East, Manchester, M40 7QX
Unit 23, 15 Pollard Street East, Manchester, M40 7QX
Unit 22, 15 Pollard Street East, Manchester, M40 7QX
Unit 16, 15 Pollard Street East, Manchester, M40 7QX
Unit 12, 15 Pollard Street East, Manchester, M40 7QX
Falkland Scaffolding, Upper Helena Street, Manchester, M40 7EQ
Unit 97, 15 Pollard Street East, Manchester, M40 7SL
Unit 86, 15 Pollard Street East, Manchester, M40 7SL
Unit 49, 15 Pollard Street East, Manchester, M40 7QX
Unit 44, 15 Pollard Street East, Manchester, M40 7QX
Unit 80, 15 Pollard Street East, Manchester, M40 7QX
Unit 66, 15 Pollard Street East, Manchester, M40 7QX
Unit 63, 15 Pollard Street East, Manchester, M40 7QX
Unit 61, 15 Pollard Street East, Manchester, M40 7QX
Unit 39, 15 Pollard Street East, Manchester, M40 7QX
Unit 30, 15 Pollard Street East, Manchester, M40 7QX
Unit 25, 15 Pollard Street East, Manchester, M40 7QX
Unit 15, 15 Pollard Street East, Manchester, M40 7QX
Unit 11, 15 Pollard Street East, Manchester, M40 7QX
Unit 7, 15 Pollard Street East, Manchester, M40 7QX
Unit 3, 15 Pollard Street East, Manchester, M40 7QX
Unit 102, 15 Pollard Street East, Manchester, M40 7SL
Unit 89, 15 Pollard Street East, Manchester, M40 7SL
Unit 48, 15 Pollard Street East, Manchester, M40 7QX
Unit 83, 15 Pollard Street East, Manchester, M40 7QX
Unit 82, 15 Pollard Street East, Manchester, M40 7QX
Unit 40, 15 Pollard Street East, Manchester, M40 7QX

Unit 38, 15 Pollard Street East, Manchester, M40 7QX
Unit 35, 15 Pollard Street East, Manchester, M40 7QX
Unit 29, 15 Pollard Street East, Manchester, M40 7QX
Unit 19, 15 Pollard Street East, Manchester, M40 7QX
Unit 10, 15 Pollard Street East, Manchester, M40 7QX
Unit 8, 15 Pollard Street East, Manchester, M40 7QX
Unit 4, 15 Pollard Street East, Manchester, M40 7QX
Unit 100, 15 Pollard Street East, Manchester, M40 7SL
Unit 99, 15 Pollard Street East, Manchester, M40 7SL
Unit 51, 15 Pollard Street East, Manchester, M40 7QX
Unit 68, 15 Pollard Street East, Manchester, M40 7QX
Unit 52, 15 Pollard Street East, Manchester, M40 7QX
Unit 26, 15 Pollard Street East, Manchester, M40 7QX
Unit 20, 15 Pollard Street East, Manchester, M40 7QX
Unit 17, 15 Pollard Street East, Manchester, M40 7QX
Unit 14, 15 Pollard Street East, Manchester, M40 7QX
Unit 1, 15 Pollard Street East, Manchester, M40 7QX
Unit 103, 15 Pollard Street East, Manchester, M40 7SL
Unit 101, 15 Pollard Street East, Manchester, M40 7SL
Unit 91, 15 Pollard Street East, Manchester, M40 7SL
Unit 65, 15 Pollard Street East, Manchester, M40 7QX
Unit 59, 15 Pollard Street East, Manchester, M40 7QX
Unit 42, 15 Pollard Street East, Manchester, M40 7QX
Unit 28, 15 Pollard Street East, Manchester, M40 7QX
Unit 24, 15 Pollard Street East, Manchester, M40 7QX
Unit 9, 15 Pollard Street East, Manchester, M40 7QX
Unit 6, 15 Pollard Street East, Manchester, M40 7QX
Unit 5, 15 Pollard Street East, Manchester, M40 7QX
Unit 98, 15 Pollard Street East, Manchester, M40 7SL
Unit 96, 15 Pollard Street East, Manchester, M40 7SL
Unit 93, 15 Pollard Street East, Manchester, M40 7SL
Unit 92, 15 Pollard Street East, Manchester, M40 7SL
Unit 87, 15 Pollard Street East, Manchester, M40 7SL
Unit 69, 15 Pollard Street East, Manchester, M40 7QX
Unit 47, 15 Pollard Street East, Manchester, M40 7QX
Unit 85, 15 Pollard Street East, Manchester, M40 7QX
Unit 81, 15 Pollard Street East, Manchester, M40 7QX
Unit 58, 15 Pollard Street East, Manchester, M40 7QX
Unit 57, 15 Pollard Street East, Manchester, M40 7QX
Unit 56, 15 Pollard Street East, Manchester, M40 7QX
Unit 34, 15 Pollard Street East, Manchester, M40 7QX
Unit 32, 15 Pollard Street East, Manchester, M40 7QX
Unit 88, 15 Pollard Street East, Manchester, M40 7SL
Unit 45, 15 Pollard Street East, Manchester, M40 7QX
Unit 77, 15 Pollard Street East, Manchester, M40 7QX
Unit 62, 15 Pollard Street East, Manchester, M40 7QX
Unit 53, 15 Pollard Street East, Manchester, M40 7QX
Unit 94, 15 Pollard Street East, Manchester, M40 7SL
Unit 33, 15 Pollard Street East, Manchester, M40 7QX
Unit 31, 15 Pollard Street East, Manchester, M40 7QX
Unit 27, 15 Pollard Street East, Manchester, M40 7QX
Unit 18, 15 Pollard Street East, Manchester, M40 7QX
M Logan And Sons Construction Ltd, Upper Helena Street, Manchester, M40 7EQ

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
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
HSE COMAH Zone - H3595 OZ - Bradford Road Holder Station (West) Outer Zone
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH2