

22nd September 2020

Planning
Manchester City Council
P O Box 532
MANCHESTER
M60 2LA

Dear Sir/Madam,

RE: Application for a Certificate of Proposed Lawful Development for a Boundary Fence at Collyhurst Street Rail Sidings and Goods Yard, Manchester

Collyhurst Rail Sidings and Goods Yard, Manchester is an operational Rail Sidings and Goods Yard operated by GB Railfreight Limited (GBRf) under a long-term lease from Network Rail.

In accordance with good practice and as a responsible developer, GBRf are seeking a Certificate of Proposed Lawful Development for the provision of a structure on site to assist in dust, odour, noise and visual mitigation in relation to the movement of traffic by rail from our operational land.

The national rail network is clearly a more sustainable means of transportation than road, as rail enables significant volumes of materials to be moved over long distances. For example, one train may move 1,000t of materials, but only one HGV may move 10t of equivalent materials. As a result, city centre rail sidings play an important role in reducing traffic congestion and vehicle emissions within our cities and our wider road network. The National Planning Policy Framework confirms that there is a presumption in favour for sustainable transport modes for the movement of goods and as such there is strong policy support at both local and national level for maximising the transportation of materials by rail.

As you are no doubt aware, the importance of the rail network is reflected by the extensive permitted development rights affording to us under the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) Schedule 2 Part 8 Transport Related Development Class A Railway or Light Railway Undertakings.

For the avoidance of doubt, the GPDO states:

“Permitted Development

- A. Development by railway undertakers on their operational land, required in connection with the movement of traffic by rail.*

Development not permitted

A.1 *Development is not permitted by Class A if it consists of or includes—*

- (a) the construction of a railway;*
- (b) the construction or erection of a hotel, railway station or bridge; or*
- (c) the construction or erection otherwise than wholly within a railway station of—*
 - (i) an office, residential or educational building, or a building used for an industrial process, or*
 - (ii) a car park, shop, restaurant, garage, petrol filling station or other building or structure provided under transport legislation.*

Interpretation of Class A

A.2 *For the purposes of Class A, references to the construction or erection of any building or structure include references to the reconstruction or alteration of a building or structure where its design or external appearance would be materially affected.”*

The structure is required in connection with the movement of traffic by rail from our operational land. There are no restrictions on the types of materials that can be moved by rail from our rail sidings and goods yard and they can be odorous and the loading activities of various materials can create a potential for dust generation especially in dry conditions which are expected to become increasingly frequent with climate change.

The structure would be used to mitigate for the migration of dust and odour beyond our site boundary from any materials being loaded onto the trains for their onward movement by rail. The loading activities generate some noise and the structure would also assist in mitigating noise from our operational land.

The neighbouring development to our facility is an Events Venue for weddings, conferences and other such events and as such is, perhaps understandably, more sensitive to our operations than other typical neighbouring developments might otherwise be to an operational rail sidings and goods yard.

Our boundary is suitably distant from the public highway as it adjoins the large car park of the Events Venue. Whilst our activities are lawful, as a responsible operator, we are keen to carry out our activities with as minimal impact on our neighbours as possible and to this end; the structure would assist in screening the unsightly activities of the rail sidings and good yard. It will also importantly minimise the potential for migration of dust and odour from our daily operations.

The structure would be a boundary fence which would be approximately 96m in length and 5m in height.

As a responsible operator, we have discussed our proposal with our neighbour and we have sought to go down the route of a CPLD to avoid any future planning queries either from the Planning Authority, neighbouring developments or our customers. We would therefore be grateful of your early consideration of this matter and the issue of the appropriate prior approval as we are keen to move forward quickly.

I provide this letter as a planning statement, a completed application form and a set of plans showing the location of the site, the position of the structure, the layout and elevations of the structure.

Should you wish to contact me to discuss then please do not hesitate to contact me.

Yours faithfully,



David Hunt
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