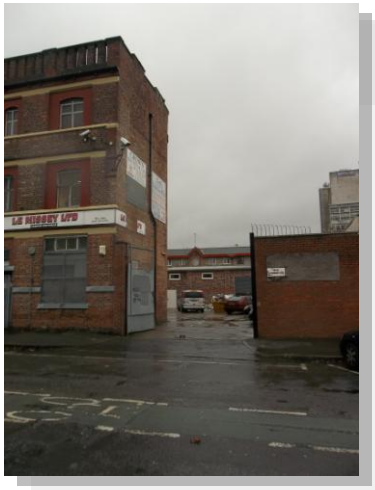


10 – 20 GROSVENOR STREET

SUPPORTING STATEMENT
for
PROPOSED NEW PRIVATE HIRE BOOKING OFFICE
in
EXISTING COURTYARD DISTRIBUTION UNIT
10 – 20 GROSVENOR STREET
On behalf of
Mr. Mohammed Jameel
10th December 2012

1.0 INTRODUCTION

This document is prepared in support of a Change of Use Planning Application, for a new Private Hire (Taxi) Booking Office, in an existing warehouse and manufacturing complex situated on Grosvenor Street in Manchester. The unit in question is currently used as a fashion/ household goods distribution warehouse, run by the applicant's brother. The applicant with the full knowledge of the owner of the complex wishes to take over the lease of the unit and use it as the base for the development of a new Private Hire Taxi Business. This constitutes a change of use from B8 to a Sui-Generis class.
The contents of this document address the issues raised and information requested by Manchester City Planning Department, following telephone and email discussions in late November 2012.

2.0 CONTEXT

2.1 PHYSICAL - The unit is an existing relatively new single storey addition to a 20th century brick built three storey, textile factory and warehouse. Built in the courtyard of the complex and screened from Grosvenor Street by the courtyard walls and gates. On the south side of the street are two storey residential units with fenced rear gardens presenting gable ends onto the street. To the north of the site is Clare Street which has a 4 storey terrace of 1950/60s maisonettes looking onto the rear of the mill complex. The unit is not visible from these residential units as it is screened by the courtyard wall and does not have any windows or openings to Clare Street.

2.2 SOCIO ECONOMICS – The applicant wishes to start up a new business taking over the lease of the unit from a family member. The complex is occupied by a mix of manufacturing and distribution businesses, which provide employment for local residents. This new business would continue to provide local employment and it is envisaged that due to the 24hr shift nature of the work there is the potential to increase the job opportunities by the equivalent of 4 full time positions. With out this approval the unit lease would be given up and the potential employment opportunities taken elsewhere.

2.3 PLANNING POLICY – Manchester City Council closely regulates the establishment of Private Hire bases due to the potential for disruption by noise and traffic in residential areas. This site whilst in a residential area is well screened and will not be open for off the street public use or for drivers waiting or servicing their cars. The site falls in the City Centre as defined by the Manchester Core Strategy for Development 2012-2027, which highlights economic and employment generation as a key driver of future development. Also mixed use employment and residential uses are encouraged in point 11.32 of the Manchester guide to Development SPG 2007.

3.0 DEVELOPMENT PROPOSALS

3.1 MANAGEMENT PRINCIPLES - The following is a management statement by the applicant regarding the use and management of the proposed base:-

I confirm that no facilities will be provided for drivers and that drivers will not be allowed to park at the premises as all work will be delegated out using a gps service which will allocate jobs to the drivers closest to the pick up location. This gps system has an auto dispatch service which will allow drivers to know exactly when to pick up the job, how many people to pick up and where to pick up from so that they are not waiting in advance. The gps service has a plotting system which allows drivers to know exactly what area the jobs are in, no drivers want to waste time waiting for clients and would prefer to get to the location on time so that they can continue on to their next job. Waiting time for the driver is a negative, so with this

system in place driver will pick up customers when required and not be waiting around the base or causing congestion.

To begin with in the actual office there will be a supervisor, dispatcher and telephone operator. Once our client list increase then we may require additional staff.

At present I do not have a number I can give in terms of number of drivers because I want to concentrate on advertising the taxi service amongst businesses and potential clients before recruiting drivers. As with most new businesses my driver numbers will start off very low (perhaps 2-3 drivers) and as our client list increases we will recruit more drivers. The number of drivers depends on the clients that we manage to get on board with our service. I am hoping to build my driver portfolio to 100 drivers but through research and experience with other taxi bases this could take approximately 10 years. Drivers will only want to work for the base if we have work for them which means having stable clients and businesses on board, so for the first 6 months to 1year my aim is to build my client portfolio so that I can give drivers an appropriate workload.

The premises will only be used as a call centre so there will be no excessive refuse or any collections or deliveries as the service is done via telecommunication. We will dispose of any refuse in the same way as a household refuse and use the council bins as we will not need anything larger than this.

3.2 **WORKING HOURS** – The business by its nature will be a 24hour 7days a week business, with shift pattern working. With only a few employees arriving and leaving at shift changes it is not envisaged that there should be any significant noise or congestion impacts on the neighbouring residential areas.

3.3 **NEW EQUIPMENT** – The only visible equipment associated with the change of use will be the installation of a new aerial on the parapet of the existing mill building. There will be no new air conditioning units or other external plant associated with this use. The following technical statement has been supplied by the proposed supplier of the aerial equipment:-

The antenna is 8ft in length, and the pole on which it is mounted, is a maximum of 20 ft in length. This would probably be more likely to be 10 ft due to the height of the building.

The antenna is connected to your radio equipment using RG213, fully screened aerial feeder cable, which is then earthed through the radio's antenna socket.

This complies fully with Ofcom regulations, and has no affect on TV signals in the area.

The Aerial proposed is the **Professional 3dB Collinear**

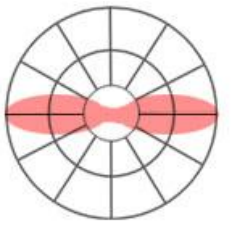
MECHANICAL SPECIFICATION		
Termination	0.5m RG213 c/w ﷺ socket	
Radome	Parallel Glass Fibre Tube White 26mm	
Mounting	Integral Diecast Aluminium Alloy	
Fasteners	M8 V Bolts	
Protection	Direct Grounded	
	VHF	**UHF**
Weight	2.0 kg	1.0 kg
Length	3.1 m	1.6 m
Wind Loading @	156 N	70 N





45 m/s		

ELECTRICAL SPECIFICATION	
Frequency Range	136 - 470 MHz
Impedance	50 Ohms
VSWR	<1.5:1
Maximum Power	75W
Polarisation	Vertical
Gain(dBd)	3 dBd
E Plane Bandwidth	33°



E PLANE RADIATION PATTERN

4.0 ACCESS

4.1 PARKING AND TRANSPORT LINKS – The site is within 10mins easy walking distance of Downing Street/A6 and A34, both major bus routes into and out of the city centre, Piccadilly station is about 20mins easy walk away as is the major public transport corridor of Oxford Road.
The site already has parking allocated to the unit one of which is a disabled parking space. Visitor parking is readily available on Grosvenor Street just outside the courtyard.

4.2 INCLUSIVE ACCESS – The site and the office accommodation are level access throughout. A fully compliant disabled wc facility is existing with in the working unit.

5.0 CONSULTATIONS

No formal consultation has been carried out within the area. Manchester City Planning Dept. has been consulted as to requirements and concerns for the application. This document seeks to answer those concerns.

6.0 WASTE MANAGEMENT STRATEGY

As stated in the applicant's management statement, it is not envisaged that there will be anything more than normal small office waste from this operation. The site has an existing waste management strategy that was adopted on construction of the new units and outlined in the Planning application for them ref 095447/FO/2011/N2. This new business will fit in with the existing strategy. An area for recycling waste has been allocated in the courtyard and is shown on the plans accompanying this application.