MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	141391/JO/2024
Date registered valid:	19 November 2024
Proposal:	Variation of conditions 2 (specified plans), 9a (EVCs), 10 (car parking), 11 (cycle storage), 12a (surface water drainage), 17a (waste management strategy), 19a (sustainability), 20 (crime Impact Statement), 21a (external lighting), 22 (retaining wall), 23 (boundary treatment), 24 (landscaping), and 28 (floorspace) attached to planning permission referenced 138914/FO/2023 to allow the amalgamation of units 1 to 4 into one unit with an increase in height of 0.9m to the resultant unit, extension of mezzanine floor and additional floors within the unit (and associated increase in floorspace), together with associated elevational alterations and changes to the boundary treatment, landscaping, parking and servicing arrangements for that unit.
Address:	Former Walkers Of Manchester Printing Site, Crabtree Lane, Manchester, M11 4GU
Ward(s):	Clayton & Openshaw Ward
Applicant:	Chancerygate Manchester Ltd
Agent (if any):	Mrs Beverley Moss Hourigan Planning
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**17th February 2025**

Application details

Type of application: Variation or Removal of Condition

Development type: Major Industry

Date of site visit:

Standard consultations:
Printed: 21 November 2024 Expired: 12 December 2024

Neighbour notifications
Printed: 27 November 2024 Expired: 18 December 2024

Site notice
Posted: 26 November 2024 Expired: 17 December 2024

Press advert
Published: 26 November 2024 Expired: 17 December 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building
The site is located on the section of Crabtree Lane which lies to the north of the Ashton Canal and to the south of Ashton New Road. The site covers an area of 0 .91ha, has been cleared of the former double height and single storey industrial buildings which occupied the site. The existing boundary treatment to Crabtree Lane comprises a mix of high brick wall (with infill repairs), together with a high galvanised railing fence, and an existing part single, part two storey electricity substation (which is to be retained). To the rear of this boundary treatment there are stands of Buddleia, a conifer, small self-seeded trees and a Willow at the northern end of this frontage. The eastern boundary also has many tall self-seeded Buddleia plants. The existing boundary treatment to the retail centre to the north is comprised of high green paladin fencing, and there is a buffer area of planting within the retail development along this boundary.

Planning History
141509/NMC/2024 - Non-Material Amendment comprising a change to the description of application referenced 138914/FO/2023 to amend reference to the number of units within the 3 no. buildings approved.
Former Walkers Of Manchester Printing Site, Crabtree Lane, Manchester, M11 4GU
Approved 19th November 2024

138914/FO/2023 - Erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures.
Former Walkers Of Manchester Printing Site, Crabtree Lane, Manchester, M11 4GU
Approved subject to conditions 17th April 2024

138523/DEM/2023 - Prior approval for the demolition of the existing industrial buildings.
Former Walkers of Manchester Printing Site, 73 Crabtree Lane, Manchester.
No objection -12th January 2024

076129/FO/2005/N2 - Erection of single storey side extension to industrial/storage building following demolition of existing building.
Walkers Mcr Ltd, Crabtree Lane, Clayton.
Approved subject to conditions 15.09.2005

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The area within which the site is located has industrial uses to the west and south on Crabtree Lane, and retail uses to the north and east of the site. The Strawberry Duck Public House fronts onto Crabtree Lane to the south west of the site (adjacent to the canal). To the north and northeast of the site are retail uses which form a 'local centre' in Clayton. Further to the south of the site is the Ashton Canal, with a Grade II listed lock structure at the termination of the northern section of Ashton Canal.

Previously approved scheme
Permission was granted for the erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures. The existing gross internal floorspace at the site was 5,314.82sq.m. As a result of the proposed development this figure would be reduced by 190.71sq.m. to 5,124.1sq.m. in total. The proposed buildings were designed to reflect the proposed uses and were to be formed of a combination of horizontal laid trapezoidal profiled cladding panel systems with a tata colourcoat finish. The colour scheme comprised gul grey for the inner cladding and for the outer, it was a horizontally laid microrib profiled cladding panel system in merlin grey. In relation to the roof, flashings were Merlin Grey to blend into the cladding below. The pitched roof was Goosewing Grey in colouration. Glazing was polyester powder coated aluminium framed glazing /curtain walling systems. The proposed buildings were double height with shallow pitched roofs. All units incorporated a partial mezzanine level with ancillary floorspace. The proposed buildings were located in proximity to the perimeter of the site with dedicated parking and servicing areas located in front of the proposed buildings, centrally within the site. The existing access/egress points were to be stopped up, with a new vehicular access in a broadly central location on Crabtree Lane proposed. The service yards were to be surfaced with concrete, with car parking spaces being surfaced with dense bitumen tarmacadam. There were 20 existing parking spaces on site which were to be increased in number to 58 (with 9 no. spaces for disabled users). The scheme also included the provision of 32 cycle spaces with 14 located externally under an external shelter, 2no. spaces located inside each of the proposed units. A 24hour/7days a week operation was sought. The boundary treatment to the northern, eastern, southern and for the most part western perimeter of the site comprised 2.4m black weldmesh fencing. A 1.1m metal key clamp fall protection fence on the retaining wall was to be incorporated between the boundary of the parking spaces to Unit 1 and the frontage to Crabtree Lane. A mix of column and wall mounted LED fittings was proposed within the site area. An additional substation was proposed to be located on the frontage of the site in proximity to the existing substation. This would be accessed via double gates from Crabtree Lane and would be secured from Crabtree Lane by 2.4m paladin black fencing. The substation would be enclosed in a mid-grey GRP housing.

All the building on the site have been subsequently cleared.

Description of development
Consent is sought to allow the amalgamation of the block of units 1 to 4 along the northern boundary into one singular unit/building for a Class B8 self-storage use.
The footprint of the single unit would be the same as that approved when the building was proposed to be four adjoining units with a footprint of 1,902.3 sqm. However, the proposed building would have an increased floorspace resulting from the incorporation of additional floors at first, second and third floor.

The extant permission allowed for a total gross external floor area of 5,535.6 sqm. Through the increased floorspace in the revised Unit 1 building, the total gross external floor area across the site would be 10,647.2 sqm (within the new Unit 1 comprising 7,609.2 sqm of the total).

The proposed elevations and floor plans of Unit 1 have been revised to reflect the requirements of the self-storage occupier. The approved building (units 1-4) had a maximum height of 12 m with the external fabric comprising varying shades of grey profiled cladding. The proposed elevations alternations would increase the overall height of the building to 12.09m, with the external fabric continuing to comprise varying shades of grey profiled cladding
There would be however, a reduction in the amount of glazing proposed (to suit the Class B8 self-storage use) to that originally approved, but the proposed building would be broadly similar appearance to that previously approved.
The boundary treatments and soft landscaping have been revised slightly, and the number of car parking spaces has been reduced from 58 to 50 (reduction of disabled user spaces from 9 to 7 and reduction of EVC's from 18 to 12), with the proposed cycle storage spaces increased from 32 to 36 with associated revisions to the servicing arrangements in relation to the unit.

Due to the phrasing of conditions and reference to site layout plans within conditions , sought is also sought to vary the wording of conditions 2 (specified plans), 9a (EVCs), 10 (car parking), 11 (cycle storage), 12a (surface water drainage), 17a (waste management strategy), 19a (sustainability), 20 (crime Impact Statement), 21a (external lighting), 22 (retaining wall), 23 (boundary treatment), 24 (landscaping), and 28 (floorspace)

Consultations & Notification Responses

Publicity
The proposal has been advertised in the local press (Manchester Evening News), on 26th November 2024 and site notices were displayed at locations around the application site also on 26th November 2024, due to the quantum of accommodation proposed. In addition, notification letters have been sent to local residents and businesses (total of 99) in the local area on 21st November 2024.

Local Residents and local businesses – No comments received.

Environmental Health – Have considered the information submitted with respect to conditions relevant to Environmental Health matters and can confirm that they would have no objection to the granting of the variation as applied for.

Highway Services-
TRIP GENERATION AND JUNCTION CAPACITY:
A trip generation assessment was undertaken for the proposed development to

understand the anticipated trips associated with the development during the AM and PM peak periods. In order to undertake the assessment, the TRICS database was used.
The multi-modal peak hours trips rates for the AM and PM peak period were obtained from the TRICS database and are anticipated as 36 trips (including 3 HGV trips) in the AM Peak and 39 two-way trips (including 3 HGV trips) in the PM peak period.
In comparison to the contested (138914/FO/2023) application this is an overall reduction of trips. Therefore, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
HIGHWAYS SAFETY:
The Crashmap accident database has been reviewed for the most recent five-year period. The site area coves the immediate area around the site and includes Crabtree Lane, Ashton New Road and Ashton New Road / Crabtree Lane junction.
The analysis shows that over the five-year period there has been a total of 3 incidents, which were all slight. No incidents were recorded in the immediate vicinity of the site and all 3 incidents occurred along Ashton New Road. None of the incidents were recorded to involve and PIC or an HGV.
Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.
SITE ACCESSIBILITY:
The site is well accessed by sustainable modes. Regular bus services are routed along Ashton New Road and Edge Lane. Edge Lane Metrolink tram stop is within walking distance of the development site.
PARKING AND ACCESS:
The Transport Statement (TS) confirms that access to the site will be taken via the new priority junction that was approved under application 138914/FO/2023. It is understood that no changes are proposed to this access
Car parking is provided within the site. A total of 50 parking spaces have been provided, including 7 accessible spaces located near the unit entrances.
Unit 1 (self-storage) will be provided with 12 parking spaces (including 2 disabled bays and 2 EVC bays). MCCs Core Strategy states that B8 Storage and Distribution should provide a maximum of 1 space per 100sqm (c. 19 spaces). The TS note that this falls out-side of the MCCs Core Standards for B8 Car Parking, but notes that the unit will be used as selfstorage.
A car park accumulation assessment has been undertaken using the TRICS trip rates for Unit 1. The assessment demonstrates that peak occupancy is not expected to exceed 10 vehicles across a typical day. Therefore, this is acceptable to Highways.
The remaining units will have a total of 38 spaces (including 10 EVC and 5 disabled). This equates to a provision of 1 per 74sqm, which lies between B2 and B8 MCCs Core Strategy Maximum Parking standards. A car park accumulation assessment has been undertaken using the TRICS trip rates. The assessment demonstrates that peak occupancy is not expected to exceed 24 vehicles across a typical day. This is acceptable to Highways.
A car sharing scheme will be in place at the site and dedicated car sharing spaces provided (5% total provision).
12 of the 50 spaces will be EVC (2 spaces per unit) and the remaining spaces will be cable-enabled to ensure 100% EVC provision in the future. This is acceptable to Highways.
Regarding the dimension of these spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.
CYCLE PARKING:
In line with MCC recommendations, secure and sheltered cycle parking provision should

be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles.
A secure and sheltered cycle store will be provided east of unit 1 and provide 14 parking spaces. In addition, 5 sheffield stands (provision of 10 cycles) will be provide to the southwest of unit 1.
The TS confirms that each unit will provide 2 internal cycle spaces.
This overall provision is acceptable to Highways.
BOUNDARY TREATMENTS:
It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
REFUSE AND SERVICING:
Segregated refuse storage areas are noted for each unit within the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.
Swept path analysis has been undertaken at the access and at Unit 5 for a 16.5m HGV. Drawing J32-7475-003 demonstrates that the HGV can enter, manoeuvre and exit in forward gear.
Swept path analysis has also been undertaken at the access and remaining units for a 10m HGV. Drawing J32-7475-004/005 demonstrates that a 11.2m refuse collection vehicle can enter, manoeuvre and exit in forward gear.
TRAVEL PLAN:
An updated Travel Plan has been submitted and provides updated information in relation to the proposals.
CONSTRUCTION MANAGEMENT PLAN:
As per application 138914/FO/2023 a Construction Management Plan should be provided by the application prior to any construction works beginning. It is noted that this was part of Condition 3 for application 138914/FO/2023 and no variation is proposed.
CONDITION 2 (SPECIFIED PLANS):
Highways are satisfied with the proposal for variation of Condition 2 (Specified Plans) and have no objections in principle.
CONDITION 9 (EVC PARKING):
Highways are satisfied with the proposal for variation of Condition 9 (EVC Parking) and have no objections in principle.
CONDITION 10 (CAR PARKING):
Highways are satisfied with the proposal for variation of Condition 10 (Car Parking) and have no objections in principle.
CONDITION 11 (CYCLE STORAGE):
Highways are satisfied with the proposal for variation of Condition 11 (Cycle Storage) and have no objections in principle.
CONDITION 17 (WASTE STRATEGY):
Highways are satisfied with the proposal for variation of Condition 17 (Waste Strategy) and have no objections in principle.
CONDITION 23 (BOUNDARY TREATMENT):
Highways are satisfied with the proposal for variation of Condition 23 (Boundary Treatment) and have no objections in principle.

GMEU – have no additional comments to make on this application.

Arboriculturalist – 18.12.2024 have viewed the current and proposed site plans and whilst the site itself has only low-quality specimens with low visual amenity value, the rear boarder does have some semi mature birch trees. They have confirmed that they would have no objection to the new arrangement.

Metrolink- have no comments to make in respect of this application.

United Utilities – no comments received.

Local Lead Flood Authority – Have identified various matters which would need to be fully addressed before condition no. 12a can be discharged.

GMAAS- Having checked their records GMAAS is satisfied that the proposed condition variations do not have any archaeological implications. On this basis there is no reason to seek to impose any archaeological requirements upon the applicant.

Historic England – Have advised that on the basis of the information available to date, in our view you do not need to notify or consult us on this application under the relevant statutory provisions.

Design for Security – Have confirmed that they prepared the Crime Impact Statement (CIS) report for this variation prior to the application. Subject to the details contained within the CIS being adequately addressed - particularly those highlighted within the Executive Summary (i.e. access-controlled gates at site entrance, control of access into/around self-storage facility as well as Units 5-9), they would be happy to support the application.
Should the Council be minded to approve the application, they highly recommend the inclusion of a condition requiring the scheme is design and constructed in accordance with Sections 3.3 & 4 of the submitted Crime Impact Statement (Ref: 2023/0548/CIS/01, Version C: 02/10/2024) and/or achieves Secured by Design (SBD) accreditation.

Policy

Places for Everyone

The Plan and its policies must therefore be given significant weight in the planning balance. Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlight's that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S5: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S7: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP-J1: Supporting Long Term Economic Growth, seeks to deliver a thriving, inclusive and productive economy there will be an emphasis on (amongst others) inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.

Policy JP-J2 writes that existing employment areas, including local employment sites, are vital to maintain a strong and diverse supply of sites. These will be protected from redevelopment to other uses and nurtured to ensure they remain competitive.

Policy JP-J4: Industry and Warehousing supports new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the Plan period and to achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace.

Policy JP-P2: Heritage recommends that particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm, including (amongst others), historic transport routes including the canal network.

NPPF National Planning Policy Framework (December 2024)

The NPPF 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 types 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 well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework. Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up to date development plan without delay."

Of particular relevance to this application is Building a strong, competitive economy (Section 6) of the NPPF. Paragraph 89 sets out how; "Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be places on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 117 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of

development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles. Paragraph 116 states that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Making effective use of land (Section 11) of the NPPF, paragraph 129 states that planning policies and decision should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 130 c states that planning decisions should promote and support the development of under-utilised land and buildings.

Achieving well designed places (Section 12) – this chapter sets out that planning policies and decisions should aim to ensure that developments: A) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development B) Are visually attractive as a result of good architecture and appropriate landscaping; C) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation; D) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; E) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and F) Create places that are safe, inclusive and accessible and which promote health and well-being.

Meeting the challenge of climate change, flooding and coastal change (Chapter 14) – seeks that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. (Paragraph 174).

Section 15 of the NPPF relates to conserving and enhancing the natural environment and Paragraph 200 recognises that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution of land instability, and where appropriate, remediating derelict and contaminated land.

<u>Manchester’s Local Development Framework: Core Strategy</u>

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.

There are a number of relevant polices within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy EC 1 ‘Employment and Economic Growth in Manchester’ - the policy outlines the key locations for major employment growth which include the Regional Centre, Manchester City Centre and the City Centre fringe.
Policy EC2 ‘Existing’ Employment Space’- this policy states that the Council will seek to retain and enhance existing employment spaces and sites. As such the proposed development would accord with this policy.
Policy EC 5 ‘East Manchester’ – outlines the expectation to provide approx..80-85ha employment land in East Manchester with the majority of the provision being with in the Regional Centre, specifically at Central Park, Eastlands and the City Centre fringe. Furthermore, that the Council will promote development which:
-ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre;
-takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops. The proposed development would lie in proximity to Ashton New Road and within walking distance of existing trams stops on Ashton New Road.

Policy T 1 ‘Sustainable Transport’ - states that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage a modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The revised scheme is accompanied by an updated Framework Travel Plan.

Policy T2 ‘Accessible areas of opportunity and need’ - new development will be actively managed to ensure that new development is easily accessible to the city's main economic drivers and is easily accessible by walking, cycling and public transport. This site lies in proximity to sustainable transport options.

Policy EN1 ‘Design Principles and Strategic Character Areas’ - sets out that opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial road routes. Policy EN4 ‘Reducing CO2 emissions by enabling low and zero carbon development’ - states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN3 – Heritage – advises that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged. The nearest Listed Structure is the Ashton Canal Lock Number 13 located at the end of Crabtree Lane, which is circa 63 m from the nearest point of the boundary of the application site.

Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - seeks to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:
o All development must follow the principle of the Energy Hierarchy, being designed:
o to reduce the need for energy through design features that provide passive heating, natural lighting and cooling ;

o to reduce the need for energy through energy efficient features such as improved insulation and glazing o to meet residual energy requirements through the use of low or zero carbon energy generating technologies
o Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.
o Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.
o Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes. • The use of building materials with low embodied carbon in new development and refurbishment schemes.

Policy EN 6- Target Framework for CO2 reductions from low or zero carbon energy supplies – advises that applications for residential development of 10 or more units and all other development over 1,000 sq. m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2emissions for all phases of the development.

Developments smaller than the above threshold but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement. The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows:
• Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).
• Target 2 Electricity intense areas: Locations where the predominant building type has an all-electric fitout such as retail units and leisure complexes.
• Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

Policy EN 8- Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:
- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.
-Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways.
- The need to control overheating of buildings through passive design.
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.
An updated Energy and Sustainability Statement planning report is included as part of the submission for this application. These references predicted site wide CO2 emissions reduction following energy efficiency measures and the implementation of LZC technologies through a fabric first approach, and solar PV’s with the potential incorporation of air source heat pumps. This in conjunction with the proposal to incorporate the installation of electric vehicle charging points is welcomed and will assist in managing matters arising from climate change in the future. The development would therefore accord with the aspirations within policy EN8.

Policy EN 9 - Green Infrastructure -The proposed development would lead to the planting of 9 trees, and some native scrub planting.

Policy EN14 ‘Flood Risk’ - the policy reiterates the sequential risk-based approach to the location of new development required by national planning policy and expects all new development to minimise surface water run-off, including through the provision of Sustainable Drainage Systems and the appropriate use of green infrastructure.

Policy EN15 (Biodiversity and Geological Conservation) – the policy states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site , contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN16 ‘Air Quality’ the policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN 18 ‘Contaminated Land and Ground Sustainability’ - states that the Council will give priority for the remediation of contaminated land to strategic locations.

Policy EN 19 ‘Waste’ states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy DM 1 ‘Development Management’ - sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; refuse storage and collection; and effects relating to archaeological or built heritage.

<u>Saved UDP policy DC26 Noise</u>
DC26.1 - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.3 - Developments likely to result in unacceptably high levels of noises will not be permitted: a. in residential areas; b. near schools, hospitals, nursing homes and similar institutions; c. near open land used frequently for recreational purposes.

DC26.5 -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.

It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. The Council considers that the planning process has a role to play in reducing noise levels generally and, through the development management system, to consider carefully the relationship between different land-uses from the point of view of noise generation and impact. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows: Noise: states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider: - whether or not a significant adverse effect is occurring or likely to occur; - whether or not an adverse effect is occurring or likely to occur; and - whether or not a good standard of amenity can be achieved. Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location.

In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design: states that where appropriate the following should be considered:

- layout
- the way in which buildings and spaces relate to each other
- form
- the shape of buildings
- scale
- the size of buildings
- detailing
- the important smaller elements of building and spaces
- materials
- what a building is made from.

Travel Plans: Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;

improving road safety; and

- reducing the need for new development to increase existing road capacity or provide new roads.

These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of

an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. Guidance within Chapter 3 requires developments to be fully inclusive and accessible for all and take into consideration the requirements of disabled people. Chapter 4 seeks the adoption of energy efficient design. In respect to non-residential developments the guidance identifies that the City Council will encourage developers to use the BREEAM standards to assess the environmental performance of buildings and that development should achieve a post construction rating of 'very good'.

However, the guidance indicates that alternative modelling tools that enable the developer to exceed the requirements of BREEAM are also encouraged. Chapter 8 promotes consultation with Greater Manchester Police, to incorporate measures to help crime prevention through design. The proposed development is considered to have been designed to reflect the sites context and relationships with the surrounding area to a provide strong built form and therefore accords with the general principles of the Guide to Development SPD.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The Energy and Sustainability Statement suggests an approach utilising a "fabric first" with the use of renewable energy technologies.

Issues

Principle

Policies EC2 and EC5 are of relevance, as EC2 seeks to protect existing employment and economic development areas and EC5 identifies the provision of employment land in East Manchester.

The site will remain as an active employment use through new light industrial/research and development/industrial/warehousing floorspace and infrastructure, which is acceptable in principle. The built footprint of the proposed buildings would occupy a significant proportion of the site which will be in keeping with development in the locality.

The proposed development for Classes E(g) (iii) B2 and B8 uses is considered to be compatible with surrounding land uses and will improve the quality of and range if sizes of commercial floorspace in the locality. It is however proposed that a condition is attached to any approval to ensure Unit 1, which is now to be used for self-storage (with an associated uplift in floor space due to the incorporation of upper floors within the shell of the building, and associated reduction in parking provision, is limited to that use within Class B8.

Siting, Design and Scale

With the exception of the overall number of units, the units would be sited in accordance with the original approval with units located to the north, east and south of the site with each unit having their own parking and servicing provision in front. The proposed buildings would be double height structures and be similar in size and scale to other industrial buildings in the locality. The proposed roof has been designed as a low angled pitched arrangement to reduce the overall mass of the proposed buildings. The internal height within each unit nos. 5-9 would be 8.5m, with the external height to eaves being 9.5m and having an external ridge height of 12m. The no.5-9 units would vary in size from 370 sq. m to 1328 sq. m (gross external area). In relation to the roof, flashings were to be Merlin Grey to blend into the cladding below. The pitched roof would be Goosewing Grey. Glazing would be polyester powder coated aluminium framed glazing /curtain walling systems.

The proposals for units nos. 5-9 were designed to reflect the activities of the future Classes E(g) (iii) B2 and B8 uses with a reception area and associated ancillary facilities, which is intended to operate from the proposed buildings. The design of these new buildings are commercial in nature, utilising a materials palette which would not be out of character with developments in the vicinity. These buildings would comprise a combination of horizontal laid trapezoidal profiled cladding panel systems with a tata colourcoat finish. The colour scheme would comprise gul grey for the inner cladding and for the outer, it would be a horizontally laid microrib profiled cladding panel system in merlin grey.

The design philosophy is that the different cladding panels and colours will assist in contributing to a reduction in the mass of the proposed building in visual terms. Each of the proposed units would have a roller shutter door for loading and unloading on the front elevation alongside a loading / unloading area.

The side elevation to Crabtree Lane of Unit no.9 would incorporate glazing to the first-floor level to create modelling and enable natural surveillance.
No changes are proposed in respect of Unit nos. 5-9.

Consent is sought as part of this application for unit nos.1 -4 along the northern boundary to be amalgamated into one singular unit/building for a Class B8 self-storage use.
The footprint of the single unit would be the same as that approved when the building was proposed to be four adjoining units with a footprint of 1,902.3 sqm. However, the proposed building would have an increased floorspace resulting from the incorporation of an additional first, second and third floor.

The extant permission allowed for a total gross external floor area of 5,535.6 sqm. Through the increased floorspace in the revised Unit 1 building, the total gross external floor area across the site would be 10,647.2 sqm (within the new Unit 1 comprising 7,609.2 sqm of the total).

The proposed elevations and floor plans of Unit 1 have been revised to reflect the requirements of the self-storage occupier. The approved building (units 1-4) had a maximum height of 12 m with the external fabric comprising varying shades of grey profiled cladding. The proposed elevations alternations would increase the overall height of the building to 12.09m, with the external fabric continuing to comprise varying shades of grey profiled cladding
There would be however, a reduction in the amount of glazing proposed (to suit the Class B8 self-storage use) to that originally approved, but the proposed building would be broadly similar appearance to that previously approved.

It is, however, proposed to attach a materials condition to enable further consideration to be given to the final material colouration and specifications, with associated jointing designs to prevent drip lines from the cladding system used.

Residential Amenity

The surrounding uses are primarily non-residential with no habitable rooms overlooking the site. The neighbouring (non-residential) buildings to the west, east, south and north of the site are industrial /commercial /retail in nature, and the nearest residential properties lie to the north on Ashton New Road 75m away. However, the Strawberry Duck public house (76 Crabtree Lane) lies 69.44m from the proposed site access (32.41 m from the southern site boundary of the development site) to the southwest at the end of Crabtree Lane adjacent to the Ashton Canal, which has some living accommodation on the upper floor.

Concerns were expressed that the originally submitted Noise Impact Assessment in connection with the previously approved development did not take account of the residential living accommodation above the Strawberry Duck public house (76 Crabtree Lane). A further technical note in regard to this issue was submitted in connection with the previously approved development, which demonstrated that the operational noise levels to the potential residential occupants at 76 Crabtree Lane would be of similar magnitude to Noise Sensitive Receptor 1 and Noise Sensitive Receptor2, receptors in the originally submitted noise assessment , being the lower end of 37 dB - 42 dB LAr,15min Rating Level (including a 2 dB character correction). Therefore, with a representative measured night-time background sound level of 47 dB LA90,15min, the Rating Level is predicted to be 5-10 dB below measured background sound levels. The report concluded that the location of the residential accommodation at 76 Crabtree Lane was considered to have an approximately equivalent noise exposure to operational noise from the proposed development to receptors already assessed. It was therefore concluded that the operation of the proposed development at the site would not result in a significant adverse impact due to the effects of noise to the residential accommodation at 76 Crabtree Lane.

The change of Units 1-4 into one unit with additional internal floors has the potential to give rise to changes in regards numbers of visits to the site, and this is considered in more detail elsewhere in this report. However, the nature of self-storage facilities tends to comprise visits by smaller vehicles, during daytime, rather than HGV's which may visit on a 24 /7 basis.
As such, it is not considered that the proposed development would give rise at any significant adverse impact to residential amenity, due to loss of privacy, and impacts from noise from comings and goings at the proposed site.

As previously proposed, however, it is recommended that a condition be attached to any approval to require the submission of a Noise Management Plan (NMP) which includes an assessment of noise from all activities associated with the loading bays, service yards and loading dock areas, prior to commencement of the uses. Furthermore, that the approved Noise Management Plan be implemented in full before the uses commence.

Given the location of the site within an established employment area (with limited sensitive receptors in the locality) and given the proximity of the strategic road network, and the comments received from Environmental Health officers previously regarding noise matters , it is appropriate location for this type of development to operate on a 24) hour, 7 days a week basis (as per the operation of the previous Class B2 business on this site).

Noise

A Noise Impact Assessment was considered in respect of the previously approved development. A qualitative assessment of construction noise and vibration impacts was undertaken and the report suggested that significant adverse impacts were unlikely to occur as a result of the construction of the development. Furthermore, an operational noise impact

assessment was undertaken to assess the potential impact of commercial / industrial noise from the proposed development.

The assessment stated that the requirements for commercial / industrial noise in Manchester City Councils 'Noise and Planning Technical Guidance' document were likely to be met and no adverse noise impacts were predicted as a result of the operation of the development.

Furthermore, the content of the technical note in regard to the impact to residential accommodation at 76 Crabtree Lane demonstrated that the operational noise levels to the potential residential occupants at 76 Crabtree Lane would be approximately equivalent noise exposure to operational noise from the Proposed Development to receptors already assessed.

A condition, however, was proposed to be attached to any approval to require that the premises be acoustically insulated and treated to limit the breakout of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved; and that the scheme be implemented in full before the uses commence. Furthermore, that a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report was submitted. As these conditions have yet to be discharged it is recommended that they are attached to any approval.

No details of fixed plant and equipment that could form part of the development have yet been submitted for consideration in connection with the previously approved scheme. Due to the relatively loud background sound environment and the distance / screening between the development and the nearest receptors, it is considered that the limits in association with external plant should be achievable using appropriate designs. It is therefore proposed to attach a condition to any approval relating to noise levels associated the installation of any external plant.

The current application is accompanied an Acoustic Review and comments Technical Note related to the revised site layout, and takes account of the same siting of the building, slight increase in the height of proposed Unit 1 , and associated screening from activities within the site (e.g. HGV movements and reversing alarms etc.) provided by Unit 1 to the noise sensitive receptors to the north. The report indicates that impacts from noise are likely to remain the same or negligibly improve compared to the previous version of the scheme, and that noise emissions to the sensitive receptors on Ashton New Road, to the north of the site, are unlikely to change (or be negligibly reduced) when compared to those identified in the previous noise impact assessment. Furthermore, that the change in location of HGV parking and loading bays further into the site (further east) means that HGV movements would now occur further away, and be more screened, from the noise sensitive receptor located to the southwest of the site (the residential accommodation within the Strawberry Duck Public House). This means noise emissions to the Strawberry Duck are likely to be slightly reduced compared to those predicted in the previous noise impact assessment report. As such it is considered that the proposed changes to the site layout are likely to slightly reduce noise emissions from the site to nearby noise sensitive receptors.

On this basis, and the observations from Environmental Health officers, it is considered that the proposed development is acceptable subject to the recommended conditions.

Sustainability

The previously approved scheme was accompanied by an energy and sustainability statement which detailed how the development would incorporate sustainable design and resource efficiency in line with the Energy Hierarchy, in order to meet the policy requirements and council targets whilst reducing its overall environmental impact.

The recommended sustainability features for the development (in the statement) resulting from a dynamic energy model, were anticipated to lead to an 17.73% energy saving from a base Part L 2021 compliant build. The report suggested that a 15.42% reduction in carbon emission is anticipated through the incorporation of Air Source Heat Pumps and a 177kWp Photovoltaic (PV) array.
Submitted plans showed future installation of roof mounted photovoltaic panels. on southern roof slope to units 1-4, western roof slope of 5, and both roof slopes of unit 6 to 9. Energy and carbon savings were also to be achieved through a fabric first approach / passive design, energy efficient measures incorporating design features such as energy efficient lighting, submetering of relevant areas, upgrading of 'U' values and occupancy sensing in relative areas, as well as the incorporation of renewable energy measures. To reduce the energy demand of the development as well as help to conserve water resources within the local area, it was also anticipated that the fit-out works will provide for sanitary fittings which will be water efficient through measures such as dual flush toilets and low flow taps.

In terms of energy and sustainability, the revised scheme results in a 15% increase in energy saving (an increase from 17.73% to 32.3%), and therefore a 15% increase in reduction of carbon emissions (from 15.42% to 30.24% reduction).

On the basis of the recommended measures energy and sustainability statement it is anticipated that the scheme should be able to achieve a BREEAM score of at least Very Good. In order to ensure the implementation of the proposed measures it is recommended that this aspect of the scheme is conditioned.

As part of the proposed revisions in association with a reduction to the number of external car charging spaces to be provided from 18 to 12. The reduction in EV provision relates to the amalgamated unit, with units nos.5-9 retaining their previously approved EVC provision, thereby allowing staff or visitors to recharge their electric cars when at the premises. All parking spaces would be ducted for additional chargers to be added in the future. It is also recommended that this aspect of the scheme is conditioned.

Heritage
The site does not contain any statutory listed buildings, it is not within a Conservation Area, and it is not within a World Heritage Site. There is, however, a listed structure within the vicinity of the application site - Ashton Canal Lock Number 13 which has a Grade II listing. The Lock is located at the end of Crabtree Lane, approximately 63 m from the nearest point of the boundary of the application site. On the basis that there is no direct line of sight due to built form between the site and canal, it is considered that there would be less than significant harm in terms of visual impact of the proposed development in regard to the listed structure, in respect of the proposed revisions to the originally approved scheme.

Air Quality
The previously approved scheme was accompanied by an Air Quality Assessment. The site on Crabtree Lane is not in an Air Quality Management Area, but is located within proximity to Ashton New Road which has sections which fall within Air Quality Management Areas, due to due to exceedances of the annual mean Air Quality Objective (AQO) for nitrogen dioxide (NO_2). The previously approved proposals had the potential to cause air quality impacts as a result of dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the site during operation. The Air Quality Assessment considered the potential effects as a result of the scheme. The Assessment identified that there was a high to low risk of dust soiling impacts, medium to low risk of ecological impacts and a low to negligible risk of increases in PM concentrations, due to unmitigated construction activities.

It was considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level, and that this could be managed through a construction management plan condition. During the operational phase of the development there was the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site, however, the assessment suggested that this was expected to result in a negligible impact associated with the operational phase traffic on nearby receptors and the residual effects were considered to be not significant, in line with Environmental Protection UK (EPUK) and IAQM significance criteria.

This application is accompanied by an Air Quality Review and Appraisal in connection with the revised site arrangements. The footprint of the proposed new single Unit 1 remains identical apart from the removal of the inset loading bays in the previous Units 1 and 2. The original layout allowed for 58no. car parking spaces in total, the proposed development would lead to the inclusion of 50no. car parking spaces. The report indicates that as such there is an expected reduction of trip generation associated with the proposed development, with the daily total trip rates falling from 39 to 36 and 40 to 39 in the AM and PM peaks respectively. Based on the established reduction in trip generation as a result of the update in the proposed development, it considered that the proposed changes to the site layout are likely to reduce the associated road traffic emissions from the operational trip generation of the scheme.

Furthermore, the provision of electric charging points and installation of ducting to enable additional chargers to be added in the future, would assist in the reduction of potential emissions from vehicular traffic to and from the site. In relation to impacts to the proposed buildings, due to the nature of the uses proposed, glazed areas would be limited, and any potential need for mitigation measures for the future occupiers is considered to be low.
It is not considered that the reduced installation of EVC points from 18 to 12 (in association with the reduction in overall parking provision at the amalgamated unit), would give rise to significantly adverse impacts in regard to air quality, given the requirement for all parking spaces to be ducted for additional chargers to be added in the future, and any benefits to air quality from a reduced level of parking provision.

Flood Risk /Drainage

The Environment Agency flood maps indicate that the majority of the development lies within Flood Zone 1 , i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (<0.1%)),in any year. However, there is a small area of within the east of the site which at a low risk of surface water flooding, due to an un-drained area within the site. The surface water from the proposed development will provide a betterment to the existing circumstances by capturing surface water runoff from roofs and external hardstanding.

The site comprises brownfield land with existing drainage in place and no formal restrictions on discharge rates. The submitted reports associated with the previously approved scheme stated that the existing site is 75% impermeable. The approved proposal was to limit the discharge from the redeveloped site to 50% reduction of the existing site (including climate change allowances). Surface water would be stored on site via an attenuation tank underground (set underneath the car parking area) before being discharged into the existing combined public sewer which runs under Crabtree Lane. Foul water would also be discharged into the combined public sewer. However, in view of the comments received from the LLFA, it was recommended that conditions relating to a surface water drainage scheme and on -going maintenance regime are attached to any approval. On this basis the proposed development would accord with policy EN14.
A proposed drainage strategy confirms that the principle of drainage remains the same as that previously proposed, given that the footprint of the revised building remains the same as that

which was approved. The condition attached to the previously approved scheme has yet to be discharged, and it is therefore proposed to attach it to any approval, but incorporating the updated plan reference.

Contaminated Land /UXO

The previously approved scheme was accompanied by a Preliminary Coal Mining Risk Assessment report, a Desk Based Geo-environmental and Geo-technical Site Assessment a Geotechnical ground investigations report, Ground Gas Risk Assessment, a Phase II report, and Supplementary Geo-environmental and Geotechnical Site Assessment Reference 546629.0002.0000 dated 2nd February 2024; and Asbestos in Soils Management Plan reference 546629.0003.0000 dated 2nd February 2024.

The site is located within the Coal Mining Reporting Area but outside the 'Development High Risk Area', as such a full Coal Mining Risk Assessment is not required.

The Site is in an area affected by historical UXO risk. A Preliminary UXO Risk Assessment was carried out by 1st Line Defence which determined that it was not possible to negate the risk from UXO when the phase 1 report as drafted. This matter is referenced in the later reports.

Most if the site lies within 250m of landfill sites. Also, there is the potential for contamination within the ground due to previous uses on site.

Historically, part of the site was used for the manufacture of bricks, and then subsequently as a chemical works. Since that time the site has been in industrial use. The Phase 1 report accompanying the previously approved scheme identified the potential for heavy metals, asbestos and organic hydrocarbons to be present on the site, and recommended that the subsequent ground investigation confirm the geology,
groundwater regime and engineering properties of the underlying ground. Furthermore, the Phase II report identified the presence of made ground.

The Ashton Canal lies 58 m to the south of the site but is not considered to have the potential to be in hydraulic continuity with groundwater in the superficial deposits and/or underlying aquifer. Surface water is therefore not considered to be sensitive to contamination and there is little potential for contamination migration in groundwater from the site to impact surface water receptors.

The building footprints and hardstanding will minimise the potential for direct contact with potential contamination by futures site users. However, there is a potential for exposure in the proposed areas of soft landscaping. The revisions sought do not make any changes to the siting of buildings and the extent of the proposed building footprints.

Following the observations received from the Environment Agency and Environmental Health officers in connection with the previously approved scheme, it was recommended that a condition to require that the development is implemented in full accordance with the contents of the reports referenced above, and that a verification report is required to be submitted when the development has been implemented. Also, that if any unforeseen contaminated land was found, works on that any 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, and the development shall be carried out in accordance with the Revised Remediation Strategy. As the condition attached to the previously approved scheme has yet to be discharged, and it is therefore proposed to attach it to any approval.

Highway Matters

Policies T2 and DM1 requires consideration to be given to the impacts of proposed development in terms of traffic generation and highways and parking requirement. A Transport Statement accompanied the previously approved development. This stated that HGV movements would not take place to the south of the proposed access on Crabtree Lane due to the cul-de-sac nature of the road, so a reduced radius was shown on the southern side of the junction to reduce the crossing distance for pedestrians.

The previously submitted Transport Statement referenced that the proposed development was forecast to generate around 39 two-way trips during the AM peak hour and 40 two-way trips during the PM peak hour (all vehicles rate). Also, the proposed development included Class B2 / B8 land uses, with the Transport Statement advising that the scheme was expected to generate Heavy Goods Vehicle (HGV) movements of 3 two-way HGV trips during the AM peak hour and 2 two-way HGV trips during the PM peak hour.

This level of trip generation was not considered to give rise to a severe adverse effect on the operation of the highway network or highway safety.

A trip generation assessment has been undertaken for the revised scheme, and it is anticipated there would 36 trips (including 3 HGV trips) in the AM Peak and 39 two-way trips (including 3 HGV trips) in the PM peak period. This represents a small overall reduction of trips in comparison to the previously approved scheme.
It is therefore accepted that the revised scheme would not be considered to give rise to a severe adverse effect on the operation of the highway network or highway safety.

Furthermore, this site is readily accessible by cycle, foot, tram and bus. The site lies to the south of Ashton New Road which has regular tram and bus services into Manchester City Centre and Ashton. It is considered that the site is accessible by sustainable travel options.

In regard to highway safety, the data for the Personal Injury Collision (PIC) data in vicinity of the development site was obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period. 3no. Personal Injury Collisions, all ‘slight’ in severity, were recorded within the study area, and no recorded Personal Injury Collisions involved an HGV. Only 1no. Personal Injury Collision was recorded at the Ashton New Road / Crabtree Lane priority junction, which occurred between a motorcycle and a car.

Due to the frequency and severity of Personal Injury Collisions recorded within the study area, there is no evidence to suggest that the highway layout, design or condition are significant factors in Personal Injury Collision records on the local highway network.

Access

Access to the site was be taken via a new priority junction from Crabtree Lane. The two existing access/egress points on Crabtree Lane were be stopped up. No changes are proposed to these aspects of the scheme.
The proposed access comprised a 7.3 m wide carriageway with 10 m kerb radii to the north and 3 m kerb radii to the south. 2 m wide footways were to be provided on both sides from Crabtree Lane access that would connect with the existing footway network. Visibility splays of 2.4m x 25m were achievable in both directions along Crabtree Lane. In view of the proposed works and the need for footway reinstatement a highway works condition was proposed to be attached to any approval. This would also enable existing Traffic Regulation orders on Crabtree Lane to be reviewed. No changes are proposed to these aspects of the scheme.

As the condition attached to the previously approved scheme has yet to be discharged, and it is therefore proposed to attach it to any approval.

The proposal also incorporated weldmesh gates to the proposed access to ensure that the site could be secured when required, with the gate being set back within the site to ensure a HGV can fully exit Crabtree Lane and wait off the highway, should the gate be closed.

As advised above, the submitted report accompanying the previously approved scheme stated that HGV movements would not take place to the south of the proposed access on Crabtree Lane due to the cul-de-sac nature of the road, so a reduced radius was shown on the southern side of the junction to reduce the crossing distance for pedestrians.

Swept path analysis was undertaken at the access and at unit nos. 1, 2 and 6 for a 16.5m articulated HGV, which was the largest vehicle expected to access these units. For the remaining units, swept path analysis was undertaken for a 10m rigid HGV. Swept path analysis was undertaken for an 11.2m refuse collection vehicle. The analysis demonstrated that all vehicle types can enter and exit via the site access in a forward gear and manoeuvre within the proposed servicing areas.

Consent was approved as part of the previously approved development for a 24hour /seven days a week operation. This was to allow a spread of vehicular movements throughout the day, rather than peaks at 8-9am and 5-6pm and enable timed deliveries to be planned by future operators to meet their requirements. There is no service access from Crabtree Lane to the business in the Clayton 'local centre' to the north, which reduces the potential for high levels of HGV movement on Crabtree Lane at any one time.

Furthermore, whilst this site is currently vacant, it was in use as a Class B2 printers, which had a higher level of floorspace than that approved as part of the previously approved development. Due the length of time that business had been based at the site, there were also no servicing hour restrictions in place.

Based on the low HGV trip generation expected and the existing road conditions, the proposed development is not expected to give rise to significant highway or pedestrian safety issues. Furthermore, as part of the proposed revisions, Unts 1-4 would become one unit used as a self-storage facility. Such facilities tend to comprise visits by smaller vehicles, during daytime, rather than HGV's which may visit on a 24 /7 basis.

The previously approved scheme was condition to require the submitted of a Construction Management Plan as this condition has yet to be discharged it is recommended that this condition be attached to any approval.

Servicing and deliveries

Each of the units has a dedicated loading bay at the front of the proposed unit (with the exception of Unit nos.1 and 5, which have two). On the basis that that the site is not subject to any vehicle restrictions at present and the nature of how the proposed uplift in floorspace in connection with Unit 1 is to be used, it is considered onerous to attach conditions to restrict hours of operation in terms of traffic movement. Impacts due to any noise which would be generated are fully considered above in terms of impacts to residential amenity earlier in this report.

Car parking

Appendix B in the Core Strategy expands upon parking requirements. B8 uses are required to provide 1 standard car parking space per 100 m2, the recommended provision for Class B2 is 1

space per 60 sq.m., and the guidance for uses which now fall within Class E(g) (iii) is 1 space for 35sqm .
The parking facilities would be accessed from the proposed new access point on Crabtree Lane.
Each of the proposed units has off street parking spaces ranging from 3 for the smallest units , 4 and 7spaces for the slightly larger units and 21 spaces to serve Unit no.5. Within the overall previously approved development 58 parking spaces were proposed. This level of provision equated to 1 space per 88sq.m of floorspace.
One space for each unit was designed to be used by a disabled person (18% provision), and two spaces per unit were to have electric charging points, with all spaces are proposed to be ducted for additional electric vehicle charging points the be added in the future.

The approved level parking fell between the Parking Standards for Class B2 and Class B8 uses, and therefore a parking accumulation exercise was completed. The car park accumulation assessment demonstrated that the peak occupancy is not expected to exceed 47no. vehicles across a typical day based on an initial occupancy of 3no. vehicles. The car parking accumulation analysis confirmed that the proposed parking provision across the development site was adequate to meet the demand throughout the day, with further spaces available for any occasional increases in parking demand.

The revised scheme retains the level of approved parking provision, including one space for each unit for use by a disabled person, and two spaces per unit with electric charging points. However, in conjunction with the amalgamation of Unit nos. 1-4 being amalgamated to form one unit to be used for self-storage purposes, the overall level of parking provision has been reduced to 50 spaces, with 11 spaces proposed for Unit 1 (including two spaces for use by a disabled person, and two spaces with electric charging points). To accord with the guidance within Appendix B of the Core Strategy Class B8 Storage and Distribution 19 spaces would be required. However, consideration has been had to Unit 1 being used for self storge purposes and not for a General Class B8 storage and distribution use with associated parking and traffic movements.
A car park accumulation assessment has been undertaken using the TRICS trip rates for Unit 1. The assessment demonstrates that peak occupancy is not expected to exceed 10 vehicles across a typical day, which has been accepted by Highway officers.

The level of parking provision is in connection with the proposed nature of the use as a self-storage facility, based on the data referred to in highway matters section above would cater for the typical maximum parking demand that is forecast to be generated by the proposed development. If, however the development was a Class B8 warehouse facility (and not self-storage) the level of provision required would be 120 spaces, with associated servicing requirements for both LGV and HGV's. The proposed development has not been designed to meet these requirements, and as such it is recommended that any approval be conditioned to require that the use is restricted to a self-storage facility within use Class B8, and not for any other purposes with Class B8 to ensure adequate parking and servicing arrangements are in place to meet the needs of the proposed development

The remaining units 5-9 would have a total of 38 spaces (including 10 EVC and 5 disabled), which equates to a provision of 1 per 74sqm, which lies between B2 and B8 MCCs Core Strategy Maximum Parking standards. A car park accumulation assessment has been undertaken using the TRICS trip rates. The assessment demonstrates that peak occupancy is not expected to exceed 24 vehicles across a typical day, which has been accepted by Highway officers.

An updated Framework Travel Plan has also been produced as part of the planning application documentation. The document will aim to encourage sustainable travel to the site, reducing single occupancy car travel and car parking demand. A car sharing scheme is proposed to be implemented at the site and dedicated car sharing spaces will be provided (5% of total provision) which is set out in the submitted Framework Travel Plan.
It is however recommended that a condition be attached to any approval to require the submission of a full travel plan before any of the units are brought into use.

The Transport Statement concludes that the level of car parking is appropriate to meet the future operational requirements of the proposed development and would not therefore result in an unacceptable impact on highway safety nor would the residual cumulative impacts on the road network be severe. The level of off street parking provision is considered to be acceptable, on the basis that a full travel plan remains in place whilst the site is operational, and Unit 1 is restricted to a self-storage use.

Cycle storage
The previously approved scheme included the provision of a covered cycle store for 14no. cycles alongside the eastern boundary of the site. In addition, it was proposed that each unit would have storage for 2no. cycles within each of units.
In connection with the revised scheme 5 sheffield stands (provision of 10 cycles) would be provide to the southwest of unit 1 in addition to the level of provision previously approved.

It is recommended that these aspects of the scheme are conditioned. The level of provision (combination of internal and external provision shown) would comply with guidelines for developments in the Core Strategy, on the basis that the provision would exceed that recommended if all the units were Class E (g) (iii) use , which would necessitate the highest level of provision of the three use classes which are proposed.

Waste Management
Each of the proposed units would incorporate space for the storage of waste within each unit, together with the space for a baler. Unit no. 6-8 each have a 2m2 area, with unit nos.1 and 5 having an area of 4m2 within the premises. An area has been identified in front of each unit where bins would be left on collection days.

The storage area for recyclable materials is in addition to areas and facilities provided for dealing with general waste and other waste management facilities, e.g. compactors, balers and composters.

A Waste Management Strategy, which includes the requisite Waste Proforma, a Bin Store Plan and a Refuse Vehicle Tracking Plan is included in the submission.

Following the comments from Environmental Health officer and response from the planning agent in relation to the previously approved scheme, it was proposed to attach a condition to require the implementation of the submitted measures, but that prior to each unit being brought into use , finalised details for the management of the internal storage area and strategy for segregation of recyclable waste of that unit were be submitted to and approved in writing. Also, that the details of the approved scheme were be implemented as part of the development and remain in situ whilst the use or development is in operation. As this condition has yet to be discharged it is recommended that it be attached to any approval.

Design for Security
The application is accompanied by a Crime Impact Statement. The report suggests that the proposed layout is acceptable from a security perspective on the basis that the matters

referenced in section 3.3 of the report are addressed in particular , the use of access controlled gates at the site entrance which are operated automatically on a 24/7 basis , rather than outside of normal working hours; the control of access to Units 5-9 , and the control of access in and round the self-storage facility - Unit 1. The overall security of the premises is identified as being heavily reliant on the continuous effective management of the facility, such as customer storage agreements and lone worker policies, rather than just physical security measures.

It is noted that Design for Security officers recommend that the physical security specification set out in section 4 of the Crime Impact Statement are implemented.

The measures detailed in the Crime Impact Statement have been acknowledged, and the use and gates to prevent unauthorised access to the side and rear elevations of the proposed buildings is shown on the submitted site plan. It is considered that as this site would potentially to operate on a 24/7 basis, that the installation / retention of a 2.4m weldmesh fence to the perimeter with 2.4m weldmesh access gates from Crabtree Lane, together with external lighting and CCTV coverage would significantly reduce the potential for crime.

It is however, recommended that a condition be attached to any approval to require implementation of the measures within the Crime Impact Statement (with the exception of notwithstanding the requirement set out in Section 4.3 bullet point 3 page 13 in the checklist of the CIS which is related to the incorporation of 2m high blockwork wall or mesh to the inside of each building). The previously approved scheme was also conditioned to require the achievement of secure by design accreditation and submission of the certification. As part of this application consent is sought to rephrase the design for security condition to require:-

a)The proposed development shall be constructed in general accordance with the recommendations contained within section 4 of the Crime Impact Statement Version C: 02/10/2024 Ref: 2023/0548/CIS/01.

b) Within two months of the commencement of the first occupation of any of the units, a verification statement related to that unit, confirming the implementation of the recommendations of the crime impact statement shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ .

Given the comments by Design for Security officers, provided that the matters referenced in section 3.3 of the report are addressed, and implemented in conjunction with the physical security specification set out in section 4 of the Crime Impact Statement are implemented, the development should be able to achieve accreditation. On the basis therefore that reference is made in part a of the condition that the matters referenced in section 3.3 of the report are addressed, and implemented in conjunction with the physical security specification set out in section 4 of the Crime Impact Statement are implemented, this approach is accepted.

Landscaping/Trees

The majority of the site formerly comprised derelict industrial buildings with area of hardstanding, with a strip of planting behind the existing boundary treatment to Crabtree Lane, stands of self-seeded Buddleia to the eastern edge of the site adjoining the district centre parking area, and some trees and self-seeded vegetation to the rear /east of the existing buildings. The site has been subsequently cleared.

An Arboricultural Impact Assessment (AIA) accompanied the previously approved development application, in which it was confirmed that the proposed development would necessitate the removal of all trees within the site boundary. However, it was noted that the majority of these trees were of low value. Whilst 1 tree (Sycamore) and 1 tree group were Category B (located

on part of the eastern boundary) , 4 trees and a nine tree group were clarified as being Category C .

The former tree cover comprised mainly low-quality natural colonisation, with the exception of Tree ref: 6 and Tree Group ref: G7 which were naturally colonised trees of moderate quality. It was therefore recommended the tree loss was mitigated against through onsite replacement tree planting and the implementation of a robust soft landscaping scheme. The previously approved scheme necessitated the removal of the existing soft landscaping, but included the planting of 4no. trees in proximity to the frontage of the site with Crabtree Lane, with a further 5 no. trees to be planted on the eastern edge of the site, which abuts the district centre parking area. Native scrub planting was also proposed to the perimeter of the site.

It was acknowledged that the proposals in conjunction with the previously approved development provided limited opportunities for new tree planting and landscaping given the existing site constraints, the need to deliver all the infrastructure associated with the proposed use, and that the scheme would lead to the reduction in soft landscaping. However, the proposal provided the opportunity for new planting which would be native and thereby contribute to local biodiversity.

The previously approved soft landscaping scheme sought to incorporate as much planting as is practicable, within the development. The soft planting scheme also sought to achieve a balance between planting which complemented and supported the high-quality built form, but which was practical and could be appropriately managed and maintained by the future occupants of the site.

The matter raised by the Arboricultural officer regarding a re-alignment of the proposed development in order to retained the category B tree and tree group was considered by the planning agent as part of discussion in respect of the previously approved scheme. The planning agent , however, responded by advising the site was very tight in terms of workable space, and they were balancing an amount of redevelopment floorspace which made the scheme viable, as well as balancing the need to accommodate the correct number of car parking spaces, the vehicle tracking areas, respecting the required retaining walls, and site security , and introducing soft landscaping where it was possible. Within the submitted Design and Access Statement seven layout options were considered for the proposed siting of the buildings, but given the site-specific constraints, the scheme as proposed represented the optimum configuration. It was noted that all options affected the Category B trees.

On balance the loss of trees was accepted subject to the re-provision shown on the submitted landscaping plan being implemented. It was recommended that a condition be attached to any approval to require the implementation of the landscaping scheme and the re-planting of any planting which dies or is removed within 5 years of planting. In addition, it was noted that that were narrow strips of soft landscaping which lie within the curtilage of the site, but outside of the fencing line. The planning agent confirmed their client’s commitment to the on-going maintenance of these areas. Whilst this is not the preferred approach, it was acknowledged that the extent of landscaping within these areas is limited. However, in order to ensure that on-going maintenance occurs, it was recommended that this aspect of the scheme is conditioned. As this condition has yet to be discharged it is recommended that it be attached to any approval.

Furthermore, the reconfiguration of the parking and servicing area in conjunction with the amalgamation of units 1-4 has led to an area where the applicant proposes to locate a signage totem , set within soft landscaping , thereby enabling a slight increase in soft landscaping within the overall site.

Ecology/Biodiversity

The site formerly comprised vacant industrial premises (printing works) with areas of hardstanding. However, there was a strip of soft landscaping to the rear of the existing boundary treatment along Crabtree Lane, and some vegetation and self-seeded trees to the rear/east of the existing premises (which has subsequently been cleared in preparation for commencing development at the site).

The previously approved development was accompanied by a Biodiversity Enhancement Management Plan together with a Biodiversity Net Gain Assessment. However, these details were considered in the context that the application had been submitted prior to the requirement for a Biodiversity Net Gain metric to form part of a planning application submission. The assessment produced a net loss of 190 area habitat units (-73.01%) and a net loss of 0.25 linear hedgerow units (100%). On this basis the development did not comply with the policy, and the trading rules were not met. However, none of the habitats on the site were identified within the Greater Manchester Local, Biodiversity Action Plan and as such they were allocated a low strategic significance in the submitted documents.

Furthermore, a Preliminary Ecological Appraisal was also provided for consideration in respect of the previously approved development. The Preliminary Ecological Appraisal identified that the site provided suitable habitats for common amphibians, nesting birds, commuting and foraging bats, hedgehog and badger. In terms of recommended ecological mitigation to minimise potential impacts from the development, the Preliminary Ecological Appraisal recommended precautionary working methods (during construction) for badgers, works to be completed outside of the bird nesting season, reasonable avoidance measures for common amphibians and hedgehog and that lighting mitigation should follow appropriate guidance in respect of bats. It was recommended that these aspects of the scheme were conditioned. The attached condition required the precautionary method of works recommended for mammals (section 4.4.4 and 4.4.5) and amphibians (section 4.4.1) of the Preliminary Ecological Assessment rev.03 dated December 2023 should be followed at all times during site clearance and vegetation removal. Although the site has been cleared, as construction has yet to commence, it is recommended that this condition remains attached to any approval.

The proposed cycle shelter design incorporates an insect hotel area between the timber cladding ad the roof on the side elevation, and a green roof, which would contribute to improving biodiversity at the site.

Disabled Access

Level access would be provided into the units to the main visitor pedestrian entrance, and. loading bay doors. Unit nos. 1 and 5 have lift access to the upper floors and mezzanine floor respectively, with units 6-9 on the previously approved plans showing an area annotated on the floor plans which would enable a lift to be incorporated within each of those units in the future. Each unit has a parking space for disabled users, with 7 spaces provided equating to 14% provision of the overall number of spaces, which accords with policy. An accessible toilet facility is proposed in proximity to the entrance within each of the proposed units.

Boundary Treatment

The existing northern and the eastern boundary weldmesh fencing in proximity to unit no. 1 would be retained with a parallel 2.4m black weldmesh fence being proposed, in part due to the current fencing line to those boundaries lying outside of the site edged red. The boundary treatment to the eastern, southern and for the southwestern perimeter of the site would also comprise 2.4m black weldmesh fencing. A 1.1m metal key clamp fall protection fence on the retaining wall would be present between the boundary of the parking spaces to Unit 9 and the frontage to Crabtree Lane. There are areas with the site where retaining walls have been indicated due to changes in levels. The height, design and, materials were sought for

consideration in regard to the previously approved scheme, but the design detail was yet to be finalised.

Employment
No numbers have been provided in respect of employees to be based at the site. However, due to the vacant nature of the current buildings, any employment delivered at the site will be an uplift, and when the proposed development is implemented, this would also lead to short term job creation in regard to construction. Furthermore, the planning agent has agreed to the attachment of a local benefit condition, which would assist in supporting the delivery of jobs for local people at the site.

Lighting
This application is accompanied by an updated external impact lighting assessment which references the installation of 12 no. 6m lighting columns, and the installation of 7 wall mounted lighting fittings at 6m above ground level (broadly on the basis of 1 located in proximity to each vehicular delivery bay and to the front of the unit). 22 wall mounted lighting fittings at 1.8m above ground level are also proposed predominantly to the side and rear elevations of the proposed units.

The report also states that a combination of photocells and timeclocks would be installed to control all external lighting. However, appendix 10 of the previously approved report which references the locations, together with the predicted light spill is included within the submitted report has not been provided for consideration.
It is therefore recommended that a condition is attached to any approval to require that the external lighting is installed in accordance with the measures in the external lighting assessment, with a further requirement for the submission of a plan showing the location of the proposed lighting and associated predicted light spill plan, together with the submission of a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report 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.

Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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. Officers worked in a positive and proactive manner with the applicant to deliver an acceptable scheme. The revised proposal is considered to be in accordance with City Council policy and appropriate conditions are attached.

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

1)The development must be begun not later than 17th April 2027.

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:
Topographical Survey ref: 47333_T rev.0
Site Constraints Plan ref: 23168-UMC-XXXX-SI-DR-A 0501 rev.P04
Site Location Plan ref: 23168-UMC-XXXX-SI-DR-A 0502 rev.P04
Existing Site Plan Drawing No. 23168-UMC-XXXX-SI-DR-A-0503 rev. P04
Demolition Site Plan ref: 23168-UMC-XXXX-SI-DR-A 0503 rev.P03
Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P05
Site Sections Plan ref: 23168-UMC-XXXX-SI-DR-A 0610 rev.P2
Proposed cycle storage Plan ref: 23168-UMC-XXXX-SI-DR-A 0702 rev.P03
Proposed substation Plan ref: 23168-UMC-XXXX-SI-DR-A 0703 rev.P03
Proposed waste strategy Plan ref: 23168-UMC-XXXX-SI-DR-A 0704 rev.P02
Unit 1 -4 Building and office plan ref:23168-UMC-01-DR-A 1001 rev.P3
Unit 1 -4 Roof plan ref: ref: 23168-UMC-01-DR-A 1002 rev.P2
Unit 1 -4 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1301 rev.P1
Unit 5 Building and office plan ref: 23168-UMC-01-DR-A 1011 rev.P3
Unit 5 Roof plan ref: ref: 23168-UMC-01-DR-A 1012 rev.P2
Unit 5 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1302 rev.P1
Unit 6 -9 Building and office plan ref:23168-UMC-01-DR-A 1021 rev.P3
Unit 6- 9 Roof plan ref: ref: 23168-UMC-01-DR-A 1022 rev.P2
Units 6 -9 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1303 rev.P1
Design and Access Statement revision A December 2023
Air Quality Assessment ref: 572948.0001 r.1 dated December 2023
Biodiversity Enhancement Management Plan rev. 02 dated 12.12.2023
Biodiversity Net Gain Design Stage Assessment rev. 01 dated 12.12.2023
Crime Impact Statement Version B :06.12.2023 Ref: 2023/0548/CIS/01

Energy and Sustainability Statement ref: 6624-CBC-HR-RP-S-001-P03 dated November 2023
External Impact Lighting Assessment ref: 6624-CBC-OR-RP-E-001 rev.02 Dated December 2023
Framework Construction Management Plan rev.01 dated December 2023
Phase 1 Desk Based Geo-Environmental and Geotechnical Site Assessment ref: 546629.0000.0000 July 2023
Planning Statement dated 20 December 2023
Flood Risk Assessment ref: 23-026-I&L December 2023 (Notwithstanding the Proposed Drainage Strategy Layout (Drawing no. 23-026-I&L_D00_P1) contained in Appendix D)
Transport Statement ref: 327475 dated December 2023
Framework Travel Plan ref: 327475 dated December 2023
Electric Vehicle Charging Specification - Sevadis Maxi Charger Pillar
Refuse Vehicle Swept path analysis plan ref: J32-7475-PS-005
Noise Impact Assessment: 572948.0001 r.1 dated December 2023
Arboricultural Impact Assessment rev.02 dated December 2023
Preliminary Ecological Assessment rev.03 dated December 2023
Received 27th December 2023

Waste Management Proforma and Site Access Junction plan ref: J32-7475-PS-002 rev.A received 4th January 2024

Biodiversity Net Gain Metric Version 2 received 1st February 2024.

Intrusive Geo-environmental and Geotechnical Site Assessment report ref: 546629.001.0000 dated July 2023 Received 5th February 2024.

Remediation Strategy and Verification Plan. Reference 546629.0004.0000. Dated 16 February 2024.
Technical Note - Air Quality Additional Information. Reference 572948.tn1. Dated 20 February 2024.
Technical Note - Noise Additional Information. Reference 572948.tn1. Dated 20 February 2024 Received 27th February 2024

Supplementary Geo-environmental and Geotechnical Site Assessment Reference 546629.0002.0000 dated 2nd February 2024; and Asbestos in Soils Management Plan reference 546629.0003.0000 dated 2nd February 2024 received 18th March 2024

Proposed Boundary Treatments Plan ref: 23168-UMC-XXXX-SI-DR-A 0701 rev.P06 received 21st March 2024

Technical Note - Noise Additional Information. Reference 572948.t 2. 1. Dated 9th April 2024 Received 10th April 2024

Soft landscaping hand pit dug locations (in connection with ground conditions) plan ref: 546629.0004 Fig 4 rev.P01 received 11th April 2024.

General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev.T2 received 15th April 2024

AS AMENDED BY:
Proposed Site Plan ref. 23168-UMC-XXXX-SI-DR-A-0601 rev. P17.
Site Sections Plan ref: 23168-UMC-XXXX-SI-DR-A 0610 rev. P10
Proposed cycle storage Plan ref: 23168-UMC-XXXX-SI-DR-A 0702 rev. P09
Proposed waste strategy Plan ref: 23168-UMC-XXXX-SI-DR-A 0704 rev. P08
Unit 1 Building plan Sheet 1 Plan ref:23168-UMC-01-ZZ-DR-A 1001 rev. P18

Unit 1 Building plan Sheet 2 Plan ref:23168-UMC-01-ZZ-DR-A 1002 rev. P6
Unit 1 Roof plan ref: ref: 23168-UMC-01-DR-A 1003 rev. P11
Unit 1 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1301 rev. P12
Design and Access Statement revision P06 October 2024
Crime Impact Statement Version C :02.10.2024 Ref: 2023/0548/CIS/01
Energy and Sustainability Statement ref: 6624-CBC-HR-RP-S-001-P06 dated 16th October 2024
External Impact Lighting Assessment ref: 6624-CBC-OR-RP-E-001 rev.03 Dated 24th October 2024
Waste Strategy dated 17 October 2024: including Completed Proforma, Waste Strategy Plan (Drawing no. 23168-UMC-XXXX-SI-DR-A-0704-P08), Proposed Bin & Recycling Compound (drawing no. (90)04A) and Refuse Vehicle Swept Path Analysis (Drawing no. J32-7475-PS-005).
Proposed Site Access Junction plan ref:. J2-7475-PS-002.
Landscape General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev. P11
Proposed substation Plan ref: 23168-UMC-XXXX-SI-DR-A 0703 rev. P09
External Protection Plan ref: 23168-UMC-XXXX-SI-DR-A 0706 rev. P07
Site Finishes Plan ref: 23168-UMC-XXXX-SI-DR-A 0707 rev. P06
Visuals of proposed units (Aerial views and CGI views 1-6 (all))
EV Charger - EVA-22D-SE-RFID.specifications SMR-00-XX-SP-A-0012-S3-P1 rev.P1 dated 15th October 2024
Air Quality Technical Note. Reference 572948.02.00.01.tn1. Dated 16 October 2024.
Technical Note – Acoustic Review and comments in relation to updated site layout dated 16th October 2024
Flood Risk Assessment and Drainage Strategy including Proposed Drainage Strategy Layout (Drawing no. 23-026-I&L_D00_P2) contained in Appendix D. Dated 18 September 2024.
Transport Statement Reference 241017 327475 TS RIBA S3 v1.55 dated 17 October 2024.
Framework Travel Plan Reference 241017 327475 TP RIBA S3 v1.5dated 17 October 2024.

Received 28th October 2024

Proposed Boundary Treatments Drawing No. 23168-UMC-XXXX-SI-DR-A-0701-P15.
Received 17th February 2025.

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 (2012).

3) Prior to the commencement of the development, 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;
o The routing of construction traffic;
o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
o Details of the location and arrangements for contractor parking;
o The identification of the vehicular access points into the site;
o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
o Identify measures to reduce noise emissions;

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 (2012).

4) Notwithstanding the materials annotated on plans referenced in condition no.2 prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) a) The development hereby approved shall be implemented in accordance with the measures in the TRC Desk Based Geo-environmental and Geotechnical Site Assessment, Ref: 546629.0000.0000, dated July 2023; Intrusive Geo-environmental and Geotechnical Site Assessment report ref: 546629.001.0000 dated July 2023 and Remediation Strategy and Verification Plan. Reference 546629.0004.0000. Dated 16 February 2024, and Soft landscaping hand pit dug locations (in connection with ground conditions) plan ref: 546629.0004 Fig 4 rev.P01 received 11th April 2024, before any above ground development commences .

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 (2012).

6) Piling or other foundation designs using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason To ensure that the proposed activity does not harm groundwater resources in line with paragraph 193 of the National Planning Policy Framework and Position Statement J of the 'The Environment Agency's approach to groundwater protection', and pursuant to policy EN17 of the Manchester Core Strategy (2012).

7) Prior to commencement of any above ground works, full detailed designs (including specifications) of all off site highways works, 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 first unit being occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

8) a) Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the 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

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), 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 for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

9) a) Electric vehicle charging points shall be implemented in the locations shown on Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev. P17 and specifications on Electric Vehicle Charging Specification -. EV Charger - EVA-22D-SE-RFID.specifications SMR-00-XX-SP-A-0012-S3-P1 rev. P1 dated 15th October 2024

b) Prior to occupation of the development, the electric vehicle charging points shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

10) The car parking indicated on the approved on Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev. P17 shall be surfaced, demarcated and made available for use prior to the units, hereby approved being occupied. The car parking shall then be available at all times whilst the units are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

11) The cycle storage facilities shall be implemented in accordance with the locations as shown on the approved Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P17 and Proposed cycle storage plan ref: 23168-UMC-XXXX-SI-DR-A 0702 rev.P09 (including the provision within each of the units hereby approved) ,prior to the proposed units being brought into use, and be retained thereafter.

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 (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

12) a) No development (excluding demolition or any other development above slab level) shall take place until the design of surface water drainage works has been submitted to and approved by the local authority. The design of the surface water is to be progressed in accordance with the principles set out in the Flood Risk Assessment and Drainage Strategy including Proposed Drainage Strategy Layout Drawing 23-026-I&L_D00_P2 (contained in Appendix D of the Flood Risk Assessment) dated 18 September 2024.

b) Prior to occupation of the units the agreed drainage scheme shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason- To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14 of the Manchester Core Strategy (2012).

13) Prior to occupation a management and maintenance plan for the approved sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall include the arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a Management Company or any

other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. The approved details shall be implemented through the lifetime of the development.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

14) Prior to commencement of the uses hereby approved a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority. The NMP shall include an assessment of noise from all activities associated with the loading bays, service yards and loading dock areas. The scheme shall be implemented in full before the uses commence.

Reason - To safeguard the amenities of the occupiers of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy (2012).

15) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

b) Prior to occupation of the development a verification report shall 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 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 nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy (2012).

16) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be 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 site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken

throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise 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 minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

17) a) The development shall be implemented in accordance with details on the Waste Strategy dated 17 October 2024: including Completed Proforma, Waste Strategy Plan (Drawing no. 23168-UMC-XXXX-SI-DR-A-0704-P08), Proposed Bin & Recycling Compound (Drawing no. (90)04A) and Refuse Vehicle Swept Path Analysis (Drawing no. J32-7475-PS-005) in regard to the storage and disposal of refuse.

b) Prior to each unit being first brought into use, finalised details for the management of the internal storage area and strategy for segregation of recyclable waste of that unit shall be submitted to and approved in writing by the City Council as Local Planning Authority.

c) The details of the approved scheme 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 of the occupiers, once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

18) a) Prior to above ground works, an air quality impact assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

19) a) The development hereby approved shall be carried out in accordance with the contents of the Energy and Sustainability Statement ref: 6624-CBC-HR-RP-S-001-P06 dated 16th October 2024.

b) A post construction review certificate/statement shall be submitted for approval to the City Council as Local Planning Authority within 6 months of completion 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 (2012) and the principles

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

20) a) The finalised detailed development design shall address the matters referenced in section 3.3 of the Crime Impact Statement Version C: 02/10/2024 Ref: 2023/0548/CIS/01, and any measures shall be implemented in conjunction with the physical security specification set out in section 4 of the Crime Impact Statement Version C: 02/10/2024 Ref: 2023/0548/CIS/01.

b) Within two months of the commencement of the first occupation of any of the units, a verification statement, confirming the implementation of the recommendations of the crime impact statement shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

21) a) The external lighting scheme shall be implemented in accordance with the measures External Lighting Impact Assessment, Ref: 6624-CBC-OR-RP-E-001 rev.03 Dated 24th October 2024 relating to lighting design and numbers of lighting units.

b) Prior to the installation of the lighting units specified in External Lighting Impact Assessment, Ref: 6624-CBC-OR-RP-E-001 rev.03 Dated 24th October 2024, finalised details of the location of the proposed lighting units and an associated predicted light spill plan, shall be submitted to and approved in writing by the City Council as local planning authority.

c) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report 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 bat foraging routes amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) Prior to the installation of the retaining wall in the location shown on General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev. P11 received 28th October 2024, finalised elevational design and height of the proposed retaining wall shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

23) The boundary treatment scheme for the development shall be implemented in accordance with Proposed Boundary Treatments Drawing No. 23168-UMC-XXXX-SI-DR-A-0701-P15 received 17th February 2025.

The approved scheme shall be implemented in full before the units hereby approved are first occupied and retained as such thereafter.

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 in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

24) a) The landscaping scheme for the development shall be implemented in accordance with the General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev. P11 received 28th October 2024.

b) Prior to any ground works in connection with the soft landscaping areas shown on the General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev. P11 received 28th October 2024, a management and maintenance strategy (including reference to the company responsible for on-going maintenance), for the proposed landscaping shall be submitted to and approved in writing by the City Council as local planning authority.

c)The approved landscaping scheme and arrangements for management and maintenance 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 in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

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 (2012).

25) No removal of or works to any trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Manchester Core Strategy (2012).

26) The precautionary method of works recommended for mammals (section 4.4.4 and 4.4.5) and amphibians (section 4.4.1) of the Preliminary Ecological Assessment rev.03 dated December 2023 should be followed at all times during site clearance and vegetation removal

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

27) a) Prior to above ground works, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, 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 construction 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 one month prior to construction work being completed, a detailed report 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.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

28) The permission hereby granted relates to a maximum of gross external floorspace of 10,647.2 sq.m. of commercial floorspace, including Classes E(g) (iii) B2 and B8 uses.

Reason -To ensure that the development is carried out in accordance with policies EC2 and EC5 of the Manchester Core Strategy (2012).

29) The Unit 1 hereby approved shall be occupied as a Self -Storage Class B8 use and for no other purpose in Class B8 in the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of highway safety pursuant policy DM1 of the Manchester Core Strategy (2012).

Informatives

1. Certain species have legal protection and that the granting of planning permission does not negate the need to abide by the laws that are in place to protect biodiversity. If at any time any protected species are found or are suspected of being present on the site and adversely affected by the development, work should cease immediately, and an ecologist/LPA should be contacted.

2. Environment Agency Advice

Model Procedures and Good Practice

This development site appears to have been the subject of past industrial activity which may pose a risk of pollution to controlled waters. The Environment Agency recommend that you should:

o Follow the risk management framework provided in Guidance on Land contamination risk management (LCRM) Land contamination risk management (LCRM) - GOV.UK (www.gov.uk), when dealing with land affected by contamination

o Refer to their Guiding principles for land contamination for the type of information that they require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health

o Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed

o Refer to the contaminated land pages on gov.uk for more information

o Refer to 'The Environment Agency's approach to groundwater protection' All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites.

Where the remediation / redevelopment of the site will involve waste management issues the Environment Agency offer the following advice:

Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

o excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution

o treated materials can be transferred between sites as part of a hub and cluster project

o some naturally occurring clean material can be transferred directly between sites Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommend that developers should refer to:

o the position statement on the Definition of Waste: Development Industry Code of Practice

o The waste management page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

o Duty of Care Regulations 1991 o Hazardous Waste (England and Wales) Regulations 2005

o Environmental Permitting (England and Wales) Regulations 2016

o The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

Piling and Penetrative ground improvement methods:

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

3.Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm Saturday: 8.30am - 2pm Sunday / Bank holidays: No work

4. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Strategic Development Team
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit

1022 Ashton New Road, Manchester, M11 4PD
Unit 2 Subway, 1000 Ashton New Road, Manchester, M11 4PD
Aldi, Ashton New Road, Manchester, M11 4PD
926 Ashton New Road, Manchester, M11 4GT
928 Ashton New Road, Manchester, M11 4GT
813 Ashton New Road, Manchester, M11 4GS
821 Ashton New Road, Manchester, M11 4GS
6 Tobermory Close, Manchester, M11 4TB
Advertising Right On Gable Of 940, 940 Ashton New Road, Manchester, M11 4GT
Top Flat, 859 Ashton New Road, Manchester, M11 4PA
851 Ashton New Road, Manchester, M11 4PA
20 Tobermory Close, Manchester, M11 4TB
Storage Land, 79 Crabtree Lane, Manchester, M11 4GU
1018 Ashton New Road, Manchester, M11 4PD
Home Bargains Limited, Ashton New Road, Manchester, M11 4PD
76 Crabtree Lane, Manchester, M11 4GU
891A Ashton New Road, Manchester, M11 4PB
885 Ashton New Road, Manchester, M11 4PB
797 Ashton New Road, Manchester, M11 4QS
914 Ashton New Road, Manchester, M11 4GT
916 Ashton New Road, Manchester, M11 4GT
934 Ashton New Road, Manchester, M11 4GT
932 Ashton New Road, Manchester, M11 4GT
809 Ashton New Road, Manchester, M11 4GS
811 Ashton New Road, Manchester, M11 4GS
817 Ashton New Road, Manchester, M11 4GS
819 Ashton New Road, Manchester, M11 4GS
Clayton Fast Food & Balti House, 859 Ashton New Road, Manchester, M11 4PA
853 Ashton New Road, Manchester, M11 4PA
887 Ashton New Road, Manchester, M11 4PB
1026 Ashton New Road, Manchester, M11 4PD
924 Ashton New Road, Manchester, M11 4GT
936 Ashton New Road, Manchester, M11 4GT
807 Ashton New Road, Manchester, M11 4GS
938 Ashton New Road, Manchester, M11 4GT
Top Flat, 940 Ashton New Road, Manchester, M11 4GT
Flat Above, 861 Ashton New Road, Manchester, M11 4PA
857 Ashton New Road, Manchester, M11 4PA
Sgb Services Plc, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 4GU

Eyres Forging Ltd, Crabtree Lane, Manchester, M11 4GU
Unit 12, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 1BR
Asphaltic Roofing Supplies, Clayton Industrial Estate, Crabtree Lane, Manchester, M11 1BR
Iceland Frozen Food, Ashton New Road, Manchester, M11 4DE
889 Ashton New Road, Manchester, M11 4PB
1024 Ashton New Road, Manchester, M11 4PD
871 Ashton New Road, Manchester, M11 4PB
875 Ashton New Road, Manchester, M11 4PB
918 Ashton New Road, Manchester, M11 4GT
922 Ashton New Road, Manchester, M11 4GT
8 Tobermory Close, Manchester, M11 4TB
14 Tobermory Close, Manchester, M11 4TB
940 Ashton New Road, Manchester, M11 4GT
18 Tobermory Close, Manchester, M11 4TB
79 Crabtree Lane, Manchester, M11 4GU
Indoors Droylsden Ltd, Crabtree Lane, Manchester, M11 4GU
Former CMB Packaging (UK) Ltd, Stokes Street, Manchester, M11 4QX
1028 Ashton New Road, Manchester, M11 4PD
4 Seymour Road South, Manchester, M11 4PG
869 Ashton New Road, Manchester, M11 4PB
877 Ashton New Road, Manchester, M11 4PB
881 Ashton New Road, Manchester, M11 4PB
803 Ashton New Road, Manchester, M11 4QS
815 Ashton New Road, Manchester, M11 4GS
16 Tobermory Close, Manchester, M11 4TB
COHENS CHEMIST, 861 Ashton New Road, Manchester, M11 4PA
Top Flat, 853 Ashton New Road, Manchester, M11 4PA
1020 Ashton New Road, Manchester, M11 4PD
883 Ashton New Road, Manchester, M11 4PB
873 Ashton New Road, Manchester, M11 4PB
879 Ashton New Road, Manchester, M11 4PB
795 Ashton New Road, Manchester, M11 4QS
930 Ashton New Road, Manchester, M11 4GT
799 Ashton New Road, Manchester, M11 4QS
Top Flat, 851 Ashton New Road, Manchester, M11 4PA
849 Ashton New Road, Manchester, M11 4PA
Top Flat, 849 Ashton New Road, Manchester, M11 4PA
22 Tobermory Close, Manchester, M11 4TB
Building 13, Eyres Forging Ltd, Crabtree Lane, Manchester, M11 4GU
Unit 11, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 1BR
Unit 1 Greggs, 1000 Ashton New Road, Manchester, M11 4PD
2 Seymour Road South, Manchester, M11 4PG
863 Ashton New Road, Manchester, M11 4PB
867 Ashton New Road, Manchester, M11 4PB
24 Tobermory Close, Manchester, M11 4TB
920 Ashton New Road, Manchester, M11 4GT
805 Ashton New Road, Manchester, M11 4GS
2 Tobermory Close, Manchester, M11 4TB
74 Crabtree Lane, Manchester, M11 4GU
3 Stokes Street, Manchester, M11 4QU
891 Ashton New Road, Manchester, M11 4PB
865 Ashton New Road, Manchester, M11 4PB
801 Ashton New Road, Manchester, M11 4QS
12 Tobermory Close, Manchester, M11 4TB

10 Tobermory Close, Manchester, M11 4TB
4 Tobermory Close, Manchester, M11 4TB
855 - 857 Ashton New Road, Manchester, M11 4PA
855A Ashton New Road, Manchester, M11 4PA
Elcometer N.E Lancs Chemical Co, Edge Lane, Droylsden, Manchester, M43 6BU
Elecometer, Edge Lane, M43 6BU

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA