MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139997/FO/2024
Date registered valid:	4 June 2024
Proposal:	Erection of 4no. two storey industrial buildings (Classes E(g)(ii)(iii), B2 and B8) following the demolition of existing buildings together with associated service yards, car parking, electric vehicle charging points, amended site access, refuse storage facilities, substations, boundary treatments, landscaping, and associated works and infrastructure
Address:	Land At Welcomb Street, Manchester
Ward(s):	Clayton & Openshaw Ward
Applicant:	Mr Joe Burnett, Network Space
Agent (if any):	Patrick Stone, Spawforths
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	**Approve**

Date of recommendation: 19th November 2024

Application details

Type of application: Full Application Consent

Development type: Major Industry

Standard consultations:
Printed: 6 June 2024 Expired: 27 June 2024

Neighbour notifications
Printed: 6 June 2024 Expired: 27 June 2024

Site notice
Posted: 13 June 2024 Expired: 4 July 2024

Press advert
Published: 11 June 2024 Expired: 25 June 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building
The proposed development site relates to former Manchester College of Building buildings at Welcomb Street (7 buildings), which are vacant. The buildings are a mix of single, two storey, and part single part two storey, with the main larger buildings comprising metal cladding. The site is located at the southern end of Welcomb Street, covers an area of 1.8ha. and comprises former college buildings and hard surfaced areas. There are currently two vehicular access points into the site from Welcomb Street. The existing boundary treatment to Medlock Court industrial estate to the west comprises high galvanised palisade fencing, with black powder coated paladin fencing to the eastern boundary with Norbury Court industrial estate. The frontage to the site to Welcomb Street comprises a small area of soft landscaping with shrubs and a tree, with a further grassed areas with trees to the north east of the main entrance to the former college.

Planning History
140741/DEM/2024- Prior Approval for demolition of former college buildings
Land At Welcomb Street, Manchester
No objection 05.09.2024

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The wider area comprises a mix of uses, including industrial units and warehouses to the north, west and east of the site, with an asphalt plant to the south of the site, and the Manchester to Glossop/Hadfield rail line beyond.

Description of development
Consent is sought for the erection of 4 no. two storey buildings with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (ii), (iii), B2 and B8) following demolition of existing buildings and structures. The existing gross internal floorspace of the former College of Building premises at the site is 5,414 sq.m. As a result of the proposed development, this figure would be increased by 1,570sq.m. to 6,984 sq.m (GIA) (7,407sq.m (GEA)) in total (Unit 1 - 713sqm); Unit 2 - 1,099sqm; Unit 3 - 2,735sqm; Unit 4 - 2,437sqm).

Each of the proposed units would be double height, with an open plan space and a tea point, toilet and accessible w.c.at ground floor level with a partial mezzanine above comprising ancillary office space.

The proposed buildings have been designed to reflect the proposed uses and would be formed of a combination of horizontal laid profiled metal cladding panel systems. The proposed colour palette would comprise a mix of white, oyster grey and basalt grey cladding. The pitched roof would comprise Trapezoid profile sheet metal cladding (Goosewing Grey). Guttering would be coloured RAL 7012. Glazed areas would predominantly be located at ground and first floor level near to main entrance and would comprise polyester powder coated aluminium framed glazing. The proposed buildings would be double height with shallow pitched roofs. The proposed buildings would be located in proximity to the perimeter of the site with dedicated parking and servicing areas located in front or side of the proposed buildings, within the site.

Unit 1 and Unit 2 are to be situated on the west side of the site, built close to the southern boundary. These will be accessed via existing arrangements through the industrial buildings situated to the west of the site in Medlock Court. Units 3 and 4 will be constructed on the east side of the site, bordering the existing City Works Business Park.

The existing access/egress point to the east of the Medlock Court units would be repositioned and undergo road layout improvements to serve parking and service yards for Unit 3, with the other access being stopped up and redeveloped in connection with the proposal. Access to the proposed Unit no.4 would be from the existing route serving Norbury Court industrial units to the east of the site. The service yards would be surfaced with concrete, with car parking spaces being surfaced with dense bitumen tarmacadam. There are currently 43 parking spaces on site which would be increased in number to 98 (with 11 no. spaces for disabled users). 10 electric vehicle charging points are proposed with ducting to enable future provision to 20% of the overall parking provision (20 spaces).

The scheme would also include the provision of 38 cycle spaces on internal wall mounted racks within each unit on the basis of Unit 1 (4 spaces), Unit 2 (6 spaces), Unit 3 (15 spaces), Unit 4 (13 spaces).

A 24hour/7days a week operation is sought. The proposal would involve the installation of 2.4m black weldmesh fencing to the northwestern boundary of the site in proximity to the proposed Unit 1, to the majority of the curtilage of Unit 3, and to southern western boundary of Unit 4. The boundary to the asphalt plant to the south would comprise the retention of the existing brick wall (which would be the subject of remedial works), together with the installation of 2.4m black weldmesh fencing in part to the rear of Units nos. 3 and 4.
An additional substation is proposed to be located on the frontage of the site to the existing substation. This would be accessed via double gates from Welcomb Street. The existing substation to the north of the site would be retained.

Landscaped areas are proposed along the southern boundary, with the reconfiguration and additional planting to the existing soft landscaped area in front of the existing buildings.

Consultations & Notification Responses

Publicity
The proposal has been advertised in the local press (Manchester Evening News), on 11th June 2024 and site notices were displayed at locations around the application site on 13th June 2024 due to the quantum of accommodation proposed. In addition, notification letters have been sent to local residents and businesses (total of 76) in the local area on 6th June 2024.

Local Residents and local Businesses – an objection has been received from a local business on the following grounds.

Access: They share the same access point via Welcomb Street to enter their estate and are concerned that the construction activities will significantly hinder the access of their staff and customers, causing considerable inconvenience and operational disruptions.

Health and Safety Risks: The demolition of existing buildings and subsequent construction will likely generate substantial dust, making the environment unsafe for both their staff and visitors. Regular exposure to such conditions poses serious health risks.

Maintenance and Cleanliness: The continuous generation of dust will necessitate frequent cleaning outside their estate. This will result in their staff and visitors' cars being covered in dust daily, adding to their maintenance burden and costs.

Noise Pollution: The noise generated from construction activities will undoubtedly create a disruptive work environment, impacting their employees' productivity and well-being.

Financial Impact: The cumulative effect of these disruptions is expected to result in a loss of business revenue. Additionally, the ongoing cleaning and mitigation efforts will further strain their resources during these already challenging times.

As such they are apprehensive about their landlord's willingness to assist them in managing these issues. They state they are deeply worried about the future viability of their business in light of this proposed development.

They request that these concerns be taken into serious consideration and that measures be put in place to mitigate the negative impacts on their business.

Highway Services – 27.06.2024
TRIP GENERATION AND JUNCTION CAPACITY:
HFAS (Highway Forecasting and Analytical Services) and UTC (Urban Traffic Control) were consulted in relation to the trip generation and junction capacity assessments and provided the following comments.
The TA states that the development is likely to be a mix of B2 and B8 land use, but the assessment will focus on a 100% B8 development as it is believed that this will result in higher trips. The trip generation exercise contained within the TA demonstrates that the development is likely to generate 24 two-way vehicle trips in the AM Peak hour (08:00-09:00) and 23 two-way car trips in the PM peak hour (17:00-18:00). TfGM HFAS would highlight that the trip rate has been determined for 100% B8 use which generally attracts fewer trips than B2 use.
Highways and TfGM suggest that B2 trip rates should have been applied to provide a robust assessment for the development, as per their comments during pre-application

discussions:
o "If the amount of development between B2 and B8 use is not established, the trips should be calculated using a worst-case scenario i.e. B2 use"
HIGHWAYS SAFETY:
The Department for Transport database has been reviewed for 2017 - 2021.
The analysis shows that over the five-year period there has been a total of 4 incidents recorded, all of which were recorded as slight. These incidents were clustered around Welcomb Street and Ashton Old Road.
TfGM requests that the latest 5-year period is used to assess road safety, and this should include data that is available from 2023.
SITE ACCESSIBILITY:
The site is well accessed by sustainable modes. Regular bus services, Metrolink services and railway services are available in walking distance from the site.
PARKING AND ACCESS:
A new access is proposed on the unadopted Welcomb Street, which is manged by the owners of the site. Currently the road continues south from Ashton Old Road around a sharp bend which provides access to Medlock Court. As part of Phase 1 of the development estate roads were provided from Welcomb Street.
It is understood that an existing access is in place from Welcomb Street and will be retained as part of the development proposals. This will result in Welcomb Street being redesigned to allow this access. The aim of this reconfiguration is to improve access to the site and reduce areas of conflict at the access. No alterations are proposed at the Welcomb Street / Ashton Old Road junction.
The site is currently accessed by an unadopted section of Welcomb Street which is managed by the owners of the site. It is understood that the road will remain unadopted.
As part of the proposals for the site the following alterations will be made to Welcomb Street:
o The priority of Welcomb Street will be altered with a give-way junction introduced at the existing sharp bend and the main priority given to vehicles travelling along the exiting estate road to the east of the site.
o The two existing accesses to the Manchester school of building will be altered with the main HGV road removed and the access to the car park repositioned away from the sharp bend on Welcomb Street.
o Pedestrian infrastructure will be redesigned to accommodate pedestrian connectivity within the site.
It is understood that no works will take place on the adopted highway and therefore works will remain with the private boundary of the site and manged by the current owners.
Swept path analyses has been undertaken with a large refuse vehicle and a 16.5m articulated vehicle. Drawing '22973-HYD-XX-XX-DR-TP-0001 and 22973-HYD-XX-XX-DRTP-0002' demonstrates that a large refuse vehicle and 16.5m articulated vehicle can enter, manoeuvre and egress safely.
A pedestrian crossing will be provided on the eastern side of the junction to provide safe crossing facilities for pedestrians. The pedestrian crossing will link to a new footway which will continue along the southern boundary of Welcomb Street. This footpath will connect to Medlock Court and the new units to the west of the site. The footpath is welcomed by Highways.
Parking will be provided for each unit and access provided from Welcomb Street. The car parking provision is as follows:
o Unit 1: 11 parking spaces (including 2 accessible and 2 EV)
o Unit 2: 18 parking spaces (including 2 accessible and 3 EV)
o Unit 3: 35 parking spaces (including 3 accessible and 5 EV)
o Unit 4: 34 parking spaces (including 4 accessible and 7 EV)
A total of 98 car parking spaces will be provided of which 17% are EV and 11% are disabled. This provision 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.

OFF-SITE HIGHWAYS WORKS:

Should the planning application be approved, the applicant will be required to enter into a Section 278 agreement for any alterations to the existing adopted highways. This will require the agreement with MCC's Highways Applications and Network Resilience teams and be funded at the applicant's expense. Any modifications / improvements to the public highway or footpath will also require agreement with MCC's Highways Applications and Network Resilience teams.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

TRAFFIC REGULATION ORDERS:

TfGM would suggest that it may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

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.

The development proposed to provide cycle spaces. It is requested that further information on where the cycle parking is located is provided. It is also requested that the applicant confirm whether cycle parking for visitors will be provided.

TfGM suggests that the cycle facilities should be covered and secure, ideally located within internal stores with measures such as the installation of CCTV and appropriate lighting to ensure security. Additionally, appropriate welfare facilities (shower/changing rooms/lockers) should be provided for staff to promote and encourage cycling as an alternative to car travel.

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:

A refuse storage area is noted within the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

The TA notes that waste servicing requirements have been considered. However, no information has been provided in the TA and no Waste Service Management information provided. It is requested that details on how the site will be serviced, waste collected, and waste storage is provided.

As above it is noted that a large refuse vehicle and 16.5m articulated vehicle can enter, manoeuvre and egress safely.

FRAMEWORK TRAVEL PLAN:

A Framework Travel Plan (FTP) has been produced. The FTP provides measures, management, aims and objectives, targets, action plan and marketing strategy.

The main objective of the FTP is to minimise the number of private car trips that are generated by the proposed development and especially those with a single occupant.
A Travel Plan Coordinator (TPC) will be responsible for the ongoing monitoring and will review the success and identify the potential for future refinement. The TPC will be in place within 6 months of first occupation.
The TPC will design and distribute a travel survey with the baseline travel survey being undertaken upon full occupation and operation of the facility. Once the baseline travel surveys are undertaken and the modal share assesses the interim travel plan will be updated to a full TP.
The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.
CONSTRUCTION MANAGEMENT:
A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.
It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
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.
It is recommended that the above is conditioned and attached to any planning permission that may be granted.

FURTHER COMMENTS 28.08.2024

An updated Technical Note has been prepared by Hydrock in response to Highways comments.

TRIP GENERATION AND JUNCTION CAPACITY:
The B2 TRICs rates in response to TfGMs request are noted. The note details that the B8 assessment provides the more robust assessment as this generates higher trips rates in this assessment. This assessment is acceptable to Highways.

HIGHWAY SAFETY:
The undertaking a further highways safety assessment and including 2023 records are welcomed. It is noted that DfT data was used to undertake an assessment of the PIA data. This is acceptable to Highways.

TRAFFIC REGULATION ORDERS:
TROs are noted and this is acceptable to Highways.

CYCLE PARKING:
The Technical Note provides Drawing ‘12481-AEW-SI-XX-DR-A-0069’ which details the location of the internal cycle parking storage within each individual unit. The Drawing also demonstrates that provision has been made available for visitors. it is also noted that space has been provided for lockers / shower change facilities within each unit. This is acceptable to Highways.

SWEPT PATH ANAYLSIS:
It is noted that Swept Path Analysis has been included within Appendix C of the Transport Note. The assessment demonstrates that a 16.5 articulated vehicle and waste vehicle can enter, manoeuvre and egress safely.

Environmental Health – Recommend conditions are attached to any approval in relation to a Demolition/Construction Management Plan, hours of operation, servicing hours , external lighting, noise management plans for each of the proposed units , acoustic insulation of the units , acoustic treatment of external plant, refuse storage, air quality , and ground conditions.

FURTHER COMMENTS 09.08.2024
Advised a detailed waste strategy was required.

FURTHER COMMENTS 12.08.2024
Provided that they operate in accordance with the submitted noise impact assessment and future noise management plan then the two conditions regarding hours are not necessary (due to the low impacts in the noise impact assessment).

Greater Manchester Police – Have advised that:

-Access into the buildings entrance and further into the buildings should be controlled via fobs to ensure only authorised staff have access.
-A monitored alarm system should be installed for when the building is not in use.
-The building should be covered by a comprehensive CCTV system internal and external.
-The development should be complete to the Secured By Design standards.

LLFA - 08.07.2024 - The LLFA originally objected to the proposed development due to an indicative culverted ordinary watercourse on site. They advised that the planning proposal does not demonstrate consideration of the risk of an indicative culverted ordinary watercourse onsite (“Corn Brook Tributary”).

The following information needs to be provided as a minimum to lift their objection:
· Results of sufficient site investigation to prove or disprove the presence of the culvert onsite.
· Where proven present, survey results to show mapped route and condition.
· Where proven present, the applicant is expected to submit a masterplan, which takes account of the culvert location, including any proposed diversion/realignment plans, and illustrate appropriate easements.

The indicative asset identified in our asset register can be released as part of the LLFA’s data screening service. If required, please enquire to arrange this service.

Where culverted ordinary watercourses are located on sites, proposed buildings should not be positioned above culverts or within the appropriate easements. Masterplan designs should demonstrate that suitable access is provided, to ensure maintenance works can be carried out on the culvert (for the lifetime of the development). Routing of the culvert should consider a sequential approach; consideration should first be given for routing the asset beneath the highway and/or open land.

Where an ordinary watercourse culvert is found within the Site boundary, riparian ownership responsibilities would apply. Any proposed modifications or proposed new connections to the asset would require consent from the LLFA under the Land Drainage Act 1991.

FURTHER COMMENTS 24.07.2024

Their objection remains unchanged. The forwarded document refers to the United Utilities easement on the combined sewer network. However, their objection refers to the risk associated with the indicative culverted ordinary watercourse on site (Corn Brook Tributary).

FURTHER COMMENTS 07.08.2024
Currently have no records of an investigation being conducted. Could the applicant please confirm and provide documentation of any site investigation undertaken to determine the presence of the culvert (Corn Brook Tributary)? This information should be included with the application. Please note that insufficient investigation may result in the LLFA objecting to the application.

FURTHER COMMENTS 04.09.2024
The SFRA map provides a general indication at a broad scale, but it is not precise enough to accurately prove/disprove the presence of culverts on site.

According to MCC records, there is an indicative culverted ordinary watercourse onsite, known as (Corn Brook Tributary) located south east of the site boundary. The indicative asset identified in our asset register can be released as part of the LLFA's data screening service.
Please note that the Hidden Manchester Map is considered an unverified resource, records for ordinary watercourses are not available in UU data and are only held by MCC.

To lift their objection, they recommend a comprehensive site investigation.

Site Investigation: They need the results of a comprehensive site investigation that can either prove or disprove the presence of the culvert on site. This can be achieved using CCTV, trial holes or other suitable evidence.

Survey Results: If the presence of the culvert is proven through the site investigation, they require detailed survey results that clearly map out the route of the culvert and provide information about its current condition.

Masterplan: In the event that the culvert's presence is confirmed, the applicant must submit a masterplan. This masterplan should consider the location of the culvert and include any proposed diversion or realignment plans if required.

FURTHER COMMENTS 08.11.2024
The LLFA have removed their objection, as no evidence of a culvert structure was identified, but request that the culvert informative is included in the decision notice.
They require the proposed drainage to be designed to 1 in 100 + 45% Climate Change.
The UU correspondence is dated 2022, with advice valid for 12 months. A re-consultation is required.
Furthermore they recommend that conditions relating to surface water drainage and details of the implementation, maintenance and management of the surface water drainage scheme are attached to any approval,

United Utilities Water PLC – Recommend conditions relating to the submission of a details of a sustainable surface water drainage scheme and a foul water drainage scheme prior to commencement of development and a sustainable drainage management and maintenance plan for the lifetime of the development prior to any occupation of the proposed development.

Have provided detailed comments in relation to Management and maintenance of Sustainable Drainage Systems (SuDS), and United Utilities' Property Assets and Infrastructure (including water mains, and public sewers). Furthermore, they have advised that a water main and a public sewer crosses site they will not permit building over it. They also require an access strip

for maintenance or replacement and this access must not be compromised in any way. This information has been relayed to the planning agent.

FURTHER COMMENTS 23.07.2024
Reiterate their earlier comments.

FURTHER COMMENTS 06.08.2024
Have provided updated comments and recommend the following condition is attached to any approval.
The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Drainage Strategy 22975-HYD-XX-XX-RP-C-0500, Rev P04 - Dated 02/05/2024 which was prepared by Hydrock Consultants Limited. For the avoidance of doubt surface water must drain at the restricted rate of 45.6 l/s. No surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.
Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

FURTHER COMMENTS 29.08.2024
Advise their Drainage Engineer has reviewed the new document, and the new information is referring to a watercourse and therefore they have no new comments to make.

Cadent - Have forward a plan showing their network locations in proximity to the site, and have advised that they have no objection , but request an informative is attached to any approval in regard to their gas infrastructure within the site .

Greater Manchester Archaeological Advisory Service - The application site does not contain any designated heritage assets and does not lie within a conservation area, although it was occupied previously by part of the Joseph Whitworth's Engineering Works (HER ID 1400.1.0). Whitworth started his machine-tool works in Chorlton Street in Manchester and moved to Openshaw in 1880, where he pioneered work in accurate measurement equipment and standardized screw threads. The works had been largely cleared by 1934 and the site has been redeveloped subsequently with modern industrial / commercial buildings.

In view of the previous redevelopment of the site and the design of the proposed new buildings, and notwithstanding the historical importance of Joseph Whitworth's Engineering Works, it is unlikely that ground-breaking works required to deliver the proposed scheme with damage any below-ground remains of archaeological interest. As such, GMAAS is satisfied that no further archaeological investigation is warranted in this instance.

Arboricultural Officers – 23.07.2024 Have advised that there are several early/semi mature trees listed for removal in order to facilitate several new buildings on this industrial site. Whilst the trees on the site can only be enjoyed by users of the site, they do offer high visual amenity value from a public road.

They cite the conclusion from the arboricultural impact assessment.

Proposed new tree planting will, however, offer immediate and future amenity value to the local area and within the new development, with the addition of new native species hedgerow planting, and native shrubs adding further value to the development both in terms of visual amenity and new biodiversity and habitat creation.

The mitigation planting proposals do not currently offset the loss of the trees on this site, however, they believe that with some additional planting proposals, the loss could be mitigated. They also urge the developer to consider planting fastigiate trees that can grow in tighter positions due to their upright form.

Whilst they are not objecting to this application from an arboricultural perspective, looking at the limited mitigation proposals, they would be unable to support the application.

FURTHER COMMENTS 21.10.2024.
Have confirmed that they would have no objections to the revised landscaping proposals.

GMEU – Have reviewed updated landscape and BNG report, and request that the actual excel metric is submitted as this is required to interpret the BNG aspect of the proposal.

FURTHER COMMENTS 03.09.2024
Have considered the Preliminary Ecological Appraisal, 29.04.2024, Amenity Tree, Preliminary Bat Roost Assessment, June 2022, Middlemarch, Dusk Emergence and Dawn re-entry bat surveys, October 2022, Middlemarch), and also for application 140741/DEM/2024 (Bat Survey Report, 31.07.2024, Amenity Tree and Bat Roost Assessment, 14.05.2024, Amenity Tree).

The comments provided below can be applied to both applications.

Bats
The assessment of the buildings on the site for roosting bats was undertaken in 2022 as described in the Middlemarch PRA. The majority of the buildings on the site were identified as having negligible potential to support roosting bats. However, B5 and B1 had higher potential, and as such bat activity surveys were undertaken. No bats were recorded emerging from the buildings and no evidence of roosting bats recorded. The updated surveys (Amenity Tree Care 2024, submitted for 140741/DEM/2024) found the same results. No further survey work in relation to roosting bats is therefore required. They would however recommend that:-

- Any new external lighting must be designed in line with best practice guidelines (e.g. https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting) to avoid impacts on nocturnal animals such as bats.

    - An informative should be used so that the applicant is aware of the legal protection that certain species receive 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.

- Compensatory bat boxes should be secured via a condition to ensure no overall loss of bat roosting potential as a result of the proposals. These can be integrated or attached to the new proposed buildings.

Nesting birds
The buildings and trees/vegetation on the site have the potential to support breeding birds, and the active nests of all wild birds are protected under the Wildlife and Countryside Act, 1981 (as amended). We would therefore recommend:

- Work (including building demolition and any tree or vegetation) should be timed to avoid the main bird nesting season (March - August inclusive) unless it can otherwise be demonstrated that no active bird nests are present.

Biodiversity Net Gain
The submitted information for BNG appears to provide a reasonable representation of the habitats pre and post development. The trading rules within the metric have not been satisfied, however there maybe scope on the site to amend the landscape plans to accommodate this - an increased number of small trees could be planted and the shrub mixed alerted to include only locally native species for example.
Based on this, the LPA can be reasonably confident that the applicant would be able to discharge the Biodiversity Gain Condition should planning permission be granted.
They would therefore advise that measures are taken to secure the creation, management and monitoring of the significant onsite habitat via a Habitat Management and Monitoring Plan (HMMP).

Electricity Northwest – Have confirmed that there is Electricity North West Ltd (ENWL) infrastructure located on land associated with the above application, and that the applicant should be advised that great care should be taken at all times to protect electrical apparatus and any personnel working in its vicinity. Anyone working in proximity to any of their apparatus (whether above or underground) should be referred to two relevant documents produced by the Health and Safety Executive (available from The Stationery Office Publications Centre and The Stationery Office Bookshops), and advised to follow the guidance given.

The documents are as follows:-
HS(G)47 – Avoiding danger from underground services
GS6 – Avoidance of danger from overhead electric lines

ENWL offer a fully supported mapping service, providing up to date information about the location and status of our apparatus. Further information can be found at https://www.enwl.co.uk/advice-and-support/line-search-before-you-dig, alternatively you can call us on 0800 195 4141.

It is advisable that the developer and/or their contractors make contact with ENWL as soon as reasonably practicable to discuss the location of our assets and their proposals, to ensure there is no unnecessary delay to any works they wish to carry out.
These comments have been shared with the planning agent.

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.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in July 2021 and subsequently revised September and December 2023 and sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way.

Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless: - The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system. Delivering Sustainable Development. The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

Building a strong, competitive economy (Chapter 6) – emphasises that the government is committed to ensuring that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is to be given to the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.

Promoting healthy communities (Chapter 8) – the planning system can play an important role in facilitating social interaction and creating healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Promoting sustainable transport (Chapter 9) – to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making effective use of land (Chapter 11) - the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Paragraph 124, (c) sets out that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Achieving well designed places (Chapter 12) – this chapter sets out at paragraph 135 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 157).

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 are that the proposal accords with the general principles of the NPPG.

Manchester's Local Development Framework: Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy 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 Old Road and within walking distance of existing bus stops on Ashton Old 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 scheme is accompanied by a 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 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 energy and sustainability statement planning report is included as part of the submission for this application. This references the implementation of LZC technologies through a fabric first approach, and 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 25 native trees, native shrub planting, native hedgerow planting, and wildflower grassland.

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. The proposed scheme would incorporate attenuation tanking to slow flows of surface water from the site.

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.

Saved UDP policy DC26

Noise 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.

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 site's 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 Renewable and sustainability planning report suggests an approach utilising a "fabric first" with the use of renewable energy technologies.

Issues

Principle

Policies EC1, EC2 and EC5 are of relevance, as policy EC1 set a target that a minimum of 200 hectares of employment land will be developed for B1 (a-c) (now Class E (ii) and (iii)), B2 and B8 uses between 2010-2027. Policy EC2 seeks to protect existing employment and economic development areas and policy EC5 identifies the provision of employment land in East Manchester. The site will remain as an active employment use through offices, 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) (ii) (iii) B2 and B8 uses is considered to be compatible with surrounding land uses and will improve the quality of and range of sizes of commercial floorspace in the locality.

Siting, Design and Scale

The siting of the proposed buildings represents the most suitable and efficient layout to achieve the occupier's requirements with four buildings proposed. Unit 1 and Unit 2 are to be situated on the west side of the site, built close to the southern boundary. These would be accessed via existing arrangements through the industrial buildings situated to the west of the site. Units 3

and 4 would be constructed on the east side of the site, bordering the existing City Works Business Park.
The proposed buildings would be double height structures (or triple height structures in the case of Units 3 and 4 and would be broadly similar in size 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 external height to eaves varies from 8.9m to 11.7m and having an external ridge height of 10.8m and 14.5m respectively. The 4 units would vary in size from 713sqm to 2,735sqm. The proposals have been designed to reflect the activities of the future Classes E(g) (ii) (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 the new buildings are commercial in nature, utilising a materials palette which would not be out of character with developments in the vicinity.

The proposed buildings have been designed to reflect the proposed uses and would be formed of steel portal framed units with a combination of horizontal laid profiled metal cladding panel systems. The external fabric would predominantly be built-up profile metal cladding to warehouse areas, with composite cladding panels to feature areas and mezzanine office elements. The office elements are generally located at the prominent corners of the units to maximise the visual impact and unit identity when entering the site along the main spine road. The colour scheme would comprise a mix of white, oyster grey and basalt grey cladding, it would be a horizontally laid profiled cladding panel system The pitched roof would comprise Trapezoid profile sheet metal cladding (Goosewing Grey). Guttering would be coloured RAL 7012.Glazing would be polyester powder coated aluminium framed glazing.

The proposed buildings would incorporate a partial mezzanine level with ancillary office floorspace. The proposed buildings would be located in proximity to the perimeter of the site with dedicated parking and servicing areas located in front or side of the proposed buildings, within the site

Due to concerns regarding the extent of the proposed area of white colouration , it is proposed to attach a condition to any consent to state that notwithstanding the materials which have been specified on the elevational plans , that prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development are submitted to and approved, with the development being carried out in accordance with the agreed details. This will also allow consideration to also be given to jointing designs to prevent drip lines from the cladding system used.

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 will have a roller shutter door for loading and unloading on the front elevation alongside a loading / unloading area.

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 Old Road 191m away and are separated from the site by other industrial, and commercial uses. Residential uses to the south of the site are approximately 218m away and are separated from the site by an asphalt production site and rail line.

It is therefore concluded that the operation of the proposed development at the site would not result in a significant adverse impacts due to the effects of noise to the residential accommodation.

It is however, proposed to attach a condition 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 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 regarding noise matters , it is appropriate location for this type of development to operate on a 24) hour, 7 days a week basis, subject to the requirement for the submission of a Noise Management Plan (NMP).

Noise

A Noise Assessment has been provided for consideration to provide an assessment of the impact of the sound on nearby residential proposed new commercial park operating under use classes Class E(g)(ii)(iii), B2 and B8.

The outcome of the assessment is that predicted worst case sound levels at the nearest noise sensitive properties associated with the proposed new commercial development are below the typical background levels for the existing site, which is industrial in nature and therefore are of low impact. Impact from internal operational activities and vehicle movements is also predicted to be low level. Furthermore, there are no residential dwellings situated within close proximity to the site, with the nearest of such located approximately 191m the northern boundary of the site at its closest point. As such, the report concludes no additional mitigation measures are proposed.

A condition, however, is 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 is submitted. At this stage of the development, however, no details of fixed plant and equipment that could form part of the development have been submitted for consideration. Due to the background sound environment and the distance / screening between the development and the nearest receptors, it is consideration 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.

Environmental Health officers' original sought conditions to restrict hours of operation and servicing. However, there are no noise sensitive receptors within close proximity to the site, and the context of the area is established industrial and commercial uses. On this basis, it is considered onerous to restrict hours of operation and servicing.

As advised above, it is however, proposed to attach a condition 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.

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 application is accompanied by an energy and sustainability statement which assesses the feasibility of incorporating Low and Zero Carbon design principles and technologies, in order to meet the policy requirements and council targets whilst reducing its overall environmental impact. The report's findings are that passive measures (including Building Orientation Building

Fabric Air Permeability Daylighting), together with high efficiency systems (comprising Energy Efficient Water Consumption Heat Recovery), and low carbon transport measures (including , Lighting Electric Vehicle Charging Cycle Storage) , and air source heat pumps and photovoltaics battery storage would all be viable for this proposal. These aspects will be incorporated into the scheme or considered further where applicable.
The scheme design includes the enablement of the installation of PV panels on the roofs of the proposed units.
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. Furthermore, 10 no. external car charging spaces are to be provided, which are split between the proposed four units thereby allowing staff or visitors to recharge their electric cars when at the premises. Ducting (passive infrastructure) would supplied to a further 20% of parking spaces to allow for future electric vehicle charging provision (20 spaces).

Air Quality

The site on Welcomb Street is not in an Air Quality Management Area , but is located south of Ashton Old 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 (NO2). The proposals have 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. It is 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 can be managed through a construction management plan condition. During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. 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, and the location of the site would be limited, and any potential need for mitigation measures for the future occupiers is considered to be very low. It is, however, recommended that a condition is attached to require the submission of an air quality impact assessment, together with any mitigation measures to safeguard local air quality be submitted.

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, a Flood Risk Assessment accompanies the application which assesses the potential impacts of the development on flooding both onsite and in the vicinity, and the proposed measures which can be incorporated into the development to mitigate the identified risks. The assessment determined that the site can be considered at low risk from all sources of flooding assessed, which included fluvial, tidal, sewers, surface water and ground water.
On this basis, it is concluded that the site is suitable for the development proposed and can be developed safely without posing any undue risk to users or increasing flood risk elsewhere.

However, Environment Agency records show there are areas within the site which at risk of surface water flooding.

A Drainage Strategy accompany the application, which confirms that the surface water drainage hierarchy has been considered, and the preferred drainage solution is for disposal of surface water to the United Utilities existing combined public sewer via below ground gravity

networks, where flows will discharge to attenuation tanks before entering the combined public sewer at a restricted flow rate of 45.6l/s, as agreed with United Utilities. The surface water run-off is restricted to a flow of 45.6l/s for a 1 in 1 year, a 30 year, and a 100 year +40% climate change event. A total of 483m3 of attenuation would be provided on site.

The use of Sustainable Drainage Systems (SuDS) has been considered, with below ground attenuation systems / oversized pipework being the approach. This approach is in part due to the public sewer easement on the site and the requirement for infiltration structures to be located 5m away from buildings, meaning there is insufficient space for infiltration to be the sole method of surface water discharge. The nearest existing watercourse to the development is Clayton Brook, located approximately 421m to the west of the development. An existing culverted watercourse is present 330m to the west which discharges into Clayton Brook. Due to the proximity to the nearest watercourse and the requirement for passing through third party land the applicant considered it to be unachievable to discharge surface water from the development to a watercourse. In addition, United Utilities record information indicates that there are no existing public surface water sewers within the vicinity of the development, with possible connects. This has led to the preferred option being a connection to an existing combined sewer.

Furthermore, pollution prevention and site control methods would be utilised prior to outfall, with pollution treatment measures provided in the form of oil separators at car parks and SuDS structures (i.e. attenuation tanks, etc). Silt traps on drainage elements would be provided which would filter and trap silts and debris and mitigate against the risk of pollution entering the sewer network. All separators would be alarmed and remotely monitored at all times to ensure reliability. In addition, the drainage network would be regularly maintained by a nominated management company on behalf of the client/occupier.
Foul flows would outfall at an unrestricted rate to the United Utilities existing combined public sewer which runs through the development flowing from east to west.

However, in view of the comments received from the LLFA, it is 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.

Contaminated Land /UXO
The planning application is accompanied by a Phase 1 Preliminary Geo-Environmental and Geotechnical Risk Assessment.

The development history of the site generally comprised of heavy industrial use (engineering works and railway sidings) from at least the late 1800's to mid-1990's. In its later years it was in the ownership of MCC and used for many different council services (including an accreditation centre for the commonwealth games).

The Phase 1 preliminary assessment concludes that there is potential for contamination to be present across the site associated with the present and historical use of the site. The outline CSM produced upon completion of the desk study assessment identified a number of potential pollutant linkages that may be active upon completion of the proposed redevelopment. It was therefore recommended that the potential for these linkages to be active is assessed through a basic intrusive Phase 2 Site Investigation.
It was also found that there were signs of movement and cracking in retaining walls on the southern boundary of the site, which may indicate movement of the slope. The report recommends further assessment into the stability of any retaining structures. In addition, given the age of the buildings on site, the report suggests the possible presence of asbestos containing material within the building fabric.

The Site is in an area affected by historical UXO risk. The detailed desk study for potential UXO contamination has identified that there is negligible risk, but with low risk relating to anti-aircraft artillery and WWII bombing. An appendix to the report relates to RPS Explosive Safety & Awareness Briefings / Site safety Guidelines. It is recommended that a condition be attached top any approval in respect of this aspect of the scheme.

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. Following the observations received from the Environmental Health officers, it is recommended that a contaminated land condition is attached 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 Assessment (TA) accompanies the application.

The TA has been related mix of B2 and B8 land use, but the assessment has been focused on a 100% B8 development as the authors believe that this will result in higher trip generation. The trip generation exercise contained within the TA demonstrates that the development is likely to generate 24 two-way vehicle trips in the AM Peak hour (08:00- 09:00) and 23 two-way car trips in the PM peak hour (17:00-18:00).
An assessment of the impact of the development proposals on the Welcomb Street / Ashton Old Road junction, has suggested that the proposed development would not have a material impact on the operation of the Welcomb Street / Ashton Old Road junction or the local highway network.

The original comments from Highways officers that B2 trip rates should have been applied , as they believe that to be a worst-case scenario i.e. B2 use, were noted and shared with the planning agent . An updated Technical Note was prepared by Hydrock in response to Highways comments, which provided Class B2 trips rates, and the note detailed that the Class B8 assessment provided the more robust assessment as this generated higher trips rates in this assessment. This assessment is acceptable to Highways.

This level of trip generation is not 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, and bus. The site lies to the south of Ashton Old Road which has regular bus services into Manchester City Centre and Ashton/Droylsden. It is considered that the site is accessible by sustainable travel options.

Due to the frequency and severity of Personal Injury Collisions recorded within the study area in the supporting documentation, it would not suggest that the highway layout, design or condition are significant factors in Personal Injury Collision records on the local highway network.

Access
A new access is proposed on the unadopted Welcomb Street, which is to be manged by the owners of the site. It is understood that the road will remain unadopted. Currently the road continues south from Ashton Old Road around a sharp bend which provides access to Medlock Court. An existing access is in place from Welcomb Street and will be retained in broadly the same location as part of the development proposals, which connects to Norbury Court. This will result in Welcomb Street being redesigned to allow this access. The aim of this reconfiguration is to improve access to the site and reduce areas of conflict at the access. No alterations are proposed at the Welcomb Street / Ashton Old Road junction.

As part of the proposals for the site the following alterations would be made to Welcomb Street:
- The priority of Welcomb Street would be altered with a give-way junction introduced at the existing sharp bend and the main priority given to vehicles travelling along the existing estate road to the east of the site.
- The existing accesses to the site would be revised be with the main HGV road removed and the access to the car park repositioned further away from the bend on Welcomb Street.
- Pedestrian infrastructure would be redesigned to accommodate pedestrian connectivity within the site.

Swept path analyses has been undertaken with a large refuse vehicle and a 16.5m articulated vehicle. Drawing '22973-HYD-XX-XX-DR-TP-0001 and 22973-HYD-XX-XX-DRTP-0002' demonstrates that a large refuse vehicle and 16.5m articulated vehicle can enter, manoeuvre and egress safely.

Given the nature of the proposed works it is recommended that an offsite highway works condition be attached to any approval, (which would also include a review of existing traffic regulation orders).
Consent is sought for a 24hour /seven days a week operation. This will 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.

Furthermore, whilst this site is currently vacant, it was in use as a Building / Construction College, with significant floorspace. Due the length of time that the use has been based at the site, there were also no servicing hours , or hours restrictions in place.

Based on the trip generation expected and the existing road conditions, the proposed development is not expected to give rise to significant highway or pedestrian safety issues.

A pedestrian crossing will be provided on the eastern side of the junction to provide safe crossing facilities for pedestrians. The pedestrian crossing will link to a new footway which will continue along the southern boundary of Welcomb Street. This footpath will connect to Medlock Court and the new units to the west of the site.

<u>Servicing and deliveries</u>
Units 1 and 2 have a dedicated loading bay at the front of the proposed units, with Unit 3 having two (one comprising a dock leveller and the other a loading bay). Unit 4 has two loading bays on the southern elevation.
On the basis that that the site is not subject to any vehicle restrictions at present and the development not close to noise sensitive receptors, 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.

<u>Car parking</u>
Appendix B in the Core Strategy expands upon parking requirements. B8 uses are required to provide a maximum of 1 standard car parking space per 100 m2, the recommended maximum provision for Class B2 is 1 space per 60 sq.m., and the guidance for uses which now fall within Class E(g) (ii) is a maximum of 1 space for 40sqm.

The parking facilities to service Units 1 and 2 would be accessed from the existing route serving Medlock Court , with access to parking for Unit 3 being in a similar location to the existing from Welcomb Street, and access to parking for Unit 4 taken from the servicing area for Norbury

Court. The proposed level of parking provision falls between the Parking Standards for Class B2 and Class B8 uses, with the level of provision equating to 1 space per 71.27sq.m of floorspace based on the GIA floorspace figures.

Each of the proposed units has off street parking spaces.
o Unit 1: 11 parking spaces (including 2 accessible and 2 EV)
o Unit 2: 18 parking spaces (including 2 accessible and 2 EV)
o Unit 3: 35 parking spaces (including 3 accessible and 3 EV)
o Unit 4: 34 parking spaces (including 4 accessible and 4 EV)

Within the overall development a total of 98 parking spaces are proposed of which 10 have electric charging points and 11 are for disabled users. One space allocated for disabled users at each of the proposed units would have an electric vehicle charging point, and a further 20% of spaces would be ducted for additional electric vehicle charging points the be added in the future.

A 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. 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 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. The offsite highway works condition which is recommended to be attached to any approval, would also reference a review of the existing traffic regulation orders) to assist in discourage pavement parking associated and therefore assist in improving the quality of the surrounding public realm.

Cycle storage
Appendix B in the Core Strategy expands upon parking requirements. B8 uses are required to provide 1 cycle space per 850 m2 (minimum of 2 spaces), the recommended provision for Class B2 is 1 space per 450 sq.m (minimum of 2 spaces), and the guidance for uses which now fall within Class E(g) (ii) is a maximum of 1 space for 200sqm (minimum of 2 spaces).

The documentation supporting the application referenced that the scheme would also include the provision of 38 cycle spaces on internal wall mounted racks within each unit on the basis of Unit 1 (4spaces) ,Unit 2 (6 spaces) Unit 3 (15 spaces) , Unit 4 (13 spaces).
The Technical Note provides Drawing ‘12481-AEW-SI-XX-DR-A-0069’ details the location of the internal cycle parking storage within each individual unit. The Drawing also demonstrates that provision has been made available for visitors. it is also noted that space has been provided for lockers / shower change facilities within each unit.
It is therefore recommended that a condition is attached to any approval to require the implementation of provision of cycle storage for both staff and visitors.
The level of provision 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) (ii) use, which would necessitate the highest level of provision of the use classes which are proposed.

Waste Management
Each of the proposed units would incorporate space for the storage of waste within the service yard to each unit. The planning agent has stated that they consider the provision of 4no. 1100 litre bins within a secure store and space for access serving each unit is an appropriate approach. However, no details have been provided in respect of the capacities of each of the proposed waste scheme due to the speculative nature of the scheme.

Swept Path Analysis has however been included within Appendix C of the Transport Note which demonstrates that a 16.5 articulated vehicle and waste vehicle can enter, manoeuvre and egress safely, which would therefore enable access by refuse vehicles.

Following the comments from Environmental Health officers and response from the planning agent, it is proposed to attach a condition to require the submission a scheme for the storage and disposal of refuse for each unit, and that prior to each unit being first brought into use, finalised details for the management of the external and internal storage area and strategy for segregation of recyclable waste of that unit shall be submitted for approval. Also, that details of the approved scheme for each unit be implemented as part of the development and remain in situ whilst the use or development is in operation.

Design for Security

The application is accompanied by a Security Needs Assessment, with sets out security recommendation for building operations, site access, external doors, cycle storage, intruder alarms, access controls and video surveillance.

The measures detailed in the Security Needs Assessment have been noted, It is considered that as this site would potentially operate on a 24/7 basis, that the installation of a 2.4m weldmesh fence and retention of a highwall to part of the southern boundary with access gates to the service yards serving Unit 3 and 4 would reduce the potential for crime. However, the measures recommended in the Security Needs Assessment would significantly improve the security of the proposed development. It is therefore recommended that a condition is attached to any approval to require the implementation of the recommended measures in the Assessment and the achievement of secure by design accreditation.

Landscaping/Trees

The majority of the site currently comprises derelict industrial buildings with areas of hardstanding. However, the frontage to the site to Welcomb Street comprises a small area of soft landscaping with shrubs and a tree, with a further grassed area with three trees to the north east of the main entrance to the former college.

A preliminary Arboricultural assessment and Arboricultural Impact Assessment accompanies the application this identifies two Category B2 groups of trees and 4 trees and 3 further groups of trees which were Category C within the site, or alongside the southern boundary of the site. groups of trees recorded during the survey were all considered to be of low retention value.

Three trees would be retained within the site, together with three further trees closely bordering the northern boundary of the site. It is therefore proposed that a condition related to tree protection measures be attached to any approval.

The G1 and G4 (Category B2) and G2 (Category C) groups of trees and a Goat Willow ref: (T1) would be removed in connection with the proposed development. The proposed removal of these trees, however, would be considered in the context of the proposed new tree planting of 25 native trees which would make a lasting contribution to the visual amenity value of the site.

The proposed soft landscaping at the northern end of the site will create a soft buffer between Welcomb Street and the site. The planting in this area of the site would include the planting of a native hedgerow, 14 new trees and wildflower grassland, together with the retention of an existing tree. A landscaped strip with 2 trees would also be incorporated between the route to Norbury Court and the reconfigured parking area to the north of Unit 4. This landscaping will create an attractive frontage to the industrial complex from public view on Welcomb Street. Soft landscaping would also be situated along the southern boundary of the site, which includes further native shrub grassland, the planting of a further 11 new trees.

It is acknowledged that the proposals provide 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. However, the proposal would provide the opportunity for new planting which would be native and thereby contribute to local biodiversity.

The proposed soft landscaping scheme seeks incorporate as much planting as is practicable, within the development. The soft planting scheme seeks to achieve a balance between planting which complements and supports the built form, but which is practical and can be appropriately managed and maintained by the future occupants of the site.

The matters raised by the Arboricultural officer were considered by the planning agent, and the landscaping scheme was revised address their comments

However, there in respect of Biodiversity net gain the trading rules have not been satisfied. Due to the levels of deficient, it is proposed to further explore if a further revised landscaping scheme would address the deficit which has been identified. It is therefore recommended that a condition be attached to any approval to require finalised details of a landscaping scheme (including tree planting, bramble scrub etc) to be submitted for approval, together with the re-planting of any planting which dies or is removed within 5 years of planting.

Ecology

The site currently predominantly comprises vacant building/construction college premises with areas of hardstanding. However, there are two areas soft landscaping to the front of the main building with grass and trees, and shrubs and tree respectively.

A Preliminary Ecological Appraisal was undertaken to determine the presence of any designated nature conservation sites and protected species in proximity to the site.

The Preliminary Ecological Appraisal identifies that the site provided a suboptimal habitat for bats, and amphibians, but that the trees identified for removal could contain a bat roost. Nests may also be present in the trees if they are to be removed between March to August. A badger survey was undertaken, but no evidence of their presence was found. Although no signs of hedgehogs were found, suitable forging habitats exist due to the presence of trees and grassland and the semi urban nature of the site. It is recommended that a condition is attached to any approval that if no development commences within 12 months of the date of consent, a further survey of the site and locality for badger setts shall be undertaken and the findings shall be submitted for consideration. Furthermore, that the development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

In terms of recommended ecological mitigation to minimise potential impacts from the development, the Preliminary Ecological Appraisal recommends precautionary working methods (prior to construction) for badgers, and hedgehogs, with works to be completed outside of the bird nesting season. It is recommended that these aspects of the scheme are conditioned.

A Preliminary Bat Roost Assessment accompanies the application and is related to the buildings on the site The large brick building (B5) to the south of the site was found to have high bat roost potential due to a number of potential roost features and possible dark internal voids. Building B1 to the north of the site was considered to have low bat roost potential due to the presence of a few low value features on the southern elevation.
The remaining buildings (B2, B3, B4, B6, B7, B8 and B9) were all considered to have negligible bat roost potential.
Bat survey undertaken between 3rd August 2022 to 3rd September 2022 found no bats emerged from or re-entered either of the buildings surveyed (i.e. B1 and B5) and therefore that no bat roosts were present in these buildings at the time of survey. Furthermore. That given that only a

small amount of bat activity was recorded on site, foraging and commuting bats were also unlikely to be significantly impacted by any works at the site, providing that appropriate lighting be incorporated into the proposals.

When the Prior Approval application ref: 140741/DEM/2024 for demolition of former college buildings was determined on the basis of no objection on 5th September 2024, it was accompanied by a recent Bat Survey report dated 31.07.2024 which referenced surveys in regard to building B5, which now also accompanies this application. The report advises that no bats were seen to emerge from the building, and it was considered that bats and bat roosts were absent from the building during the survey.

Given the potential for foraging and commuting bats in the vicinity it is recommended that any new lighting should be carefully designed to minimise potential disturbance and fragmentation impacts on sensitive receptors, such as bats, and that this aspect of the scheme is conditioned.

The proposed development include the provision of 5 no, bat boxes, 2no.sparrow terraces and 2 nest boxes. It is recommended that this aspect of the scheme is conditioned.

Biodiversity

The proposal contains the introduction of hedgerow, urban trees, areas of introduced shrub and larger areas of neutral grassland all of which increase the proposed, in comparison to the existing baseline. Trading rules are not satisfied because there is a decrease in urban trees (0.12units) and bramble scrub (0.12units) on the site which cannot be replaced. However, the proposal contains 0.54 units of other neutral grassland hence overall there is a increase in medium distinctiveness habitats on the site and a surplus of medium units of 0.30. The total net change in hedgerows cannot be calculated by the metric, as no hedgerows are present in the baseline.

Following revision to the planting in the landscaping scheme have resulted in an increase in net unit change of on-site BNG from 14.13% to 15.31%. This whilst this exceeds the required 10% uplift, trading rules are not satisfied in respect of heathland and scrub (bramble scrub) loss of 0.12, individual urban tree -0.11 under medium distinctiveness, and modified grass land -0.28 under low distinctiveness. As such the Council's specialist ecologists at the Greater Manchester Ecology Unit have indicated the need for a 30-year habitat management and maintenance plan to be subject of a condition of any planning approval, and it is proposed that this is attached to any approval.

None of the habitats on the site have been identified within the Greater Manchester Local, Biodiversity Action Plan and as such they were allocated a low strategic significance in the submitted documents.

Disabled Access

Level access will be provided into the units to the main visitor pedestrian entrance, and. loading bay doors. Unit nos. 2, 3, and 4 also show 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 11 spaces provided equating to 11.22% 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 boundary treatment to Medlock Court to the west comprises high galvanised palisade fencing, with black powder coated paladin fencing to the eastern boundary with Norbury Court.

The proposal would involve the installation of 2.4m black weldmesh fencing to the northwestern boundary of the site in proximity to the proposed Unit 1, to the majority of the curtilage of Unit 3 , and to southern western boundary of Unit 4. The boundary to the asphalt plant to the south would comprise the retention of the existing brick wall (which would be the subject of remedial works), together with the installation of 2.4m black weldmesh fencing in part to the rear of Units nos. 3 and 4. All gates would open inwards and the proposed boundary treatment adjacent to the adopted highway visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for pedestrians.

No boundary treatments where Unit 4 adjoins the servicing area for Norbury Court, or where the unit 3 car park abuts Medlock Court. It is understood that the applicant is considering the installation of bollard or anti-ram/crash measures are required along unit 4's eastern façade. It is therefore recommended this aspect of the scheme is conditioned.

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

No details of any external lighting to the proposed buildings, or service areas has been provided for consideration. However, it is anticipated that external lighting will be needed in order to ensure appropriate security can be delivered at the site. These requirements, however, will need to be balanced with the need for any lighting to be designed to minimise potential disturbance to bats.

It is therefore recommended that a condition is attached to any approval to require that submission of details of any external lighting which it is proposed to install, with a further requirement of the submission of a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the scheme. Furthermore, that lighting that give rise to glare is appropriately mitigated

Other matters raised by a local business

The matters raised relate predominantly to issues arising during construction.

Concerns have been expressed in respect of impacts to their business due to usage of *the* same access point via Welcomb Street and construction activities hindering the access of their staff and customers, together with dust generated during construction giving rise to health risks , and also necessitating frequent cleaning adding to their maintenance burden and costs.

In addition, noise generated from construction activities giving rise to a disruptive work environment, impacting their employees' productivity and well-being, and the cumulative effect leading to the loss of revenue.

It is considered that the use of good practice control measures during the construction perios would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level, and that this can be managed through a construction management plan condition.

Community Engagement

A letter containing details of the application proposals was sent by the applicant to nearby businesses and addresses in the area on 16th September 2022. Given the context of the site, situated within the City Works Industrial Complex, there were no residential dwellings in the area to notify of the development and seek feedback from.

The letter provided details of the scheme and contained both a copy of the plans and a

comments form with a stamped self-addressed envelope. Contact details were also provided to enable any interested parties to contact the planning agent directly for more information. Consultees were given 14 days to respond. In total, consultation packages and letters were sent out by first class post to 24 neighbouring addresses.
No consultation responses were received from any of the neighbouring business that were contacted as part of the community engagement.

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, in particular in relation to issues in connection with the location of a potential culvert on site and landscaping. 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 the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Unit One proposed floorplans plan ref: 12481-AEW-B1-00-DR-A-0601 rev. P02
Unit One elevations plan ref: 12481-AEW-B1-XX-DR-A-0602 rev. P02
Unit One proposed sections plan ref:12481- AEW-B1-XX-DR-A-0603 rev. P02
Unit One proposed roof plan ref: 12481-AEW-B1-RF-DR-A-0604 rev. P02

Unit Two proposed floorplans plan ref: 12481-AEW-B2-00-DR-A-0621 rev. P02
Unit Two elevations plan ref: 12481-AEW-B2-XX-DR-A-0622 rev. P02
Unit Two proposed sections plan ref: 12481-AEW-B2-XX-DR-A-0623 rev. P02
Unit Two proposed roof plan ref: 12481-AEW-B2-RF-DR-A-0624 rev. P02

Unit Three proposed floorplans plan ref: 12481-AEW-B3-00-DR-A-0641 rev. P02
Unit Three elevations plan ref: 12481-AEW-B3-XX-DR-A-0642 rev. P02
Unit Three proposed sections plan ref: 12481-AEW-B3-XX-DR-A-0643 rev. P02
Unit Three proposed roof plan ref: 12481-AEW-B3-RF-DR-A-0644 rev. P02

Unit Four proposed floorplans plan ref: 12481-AEW-B4-00-DR-A-0661 rev. P02
Unit Four elevations plan ref: 12481-AEW-B4-XX-DR-A-0662 rev. P02
Unit Four proposed sections plan ref: 12481-AEW-B4-XX-DR-A-0663 rev. P02
Unit Four proposed roof plan ref: 12481-AEW-B4-RF-DR-A-0664 rev. P02

Proposed site sections and street scene plan ref: 12481-AEW-XX-XX-DR-A-0506 rev. P06

Planning Support Statement ref: P4506-SPA-RP-TP-001 rev. D – Spawforths (as revised by email from planning agent dated 14.11.2024)
Design & Access Statement ref: 12481-AEW-XX-XX-RP-A-0004-P06 dated May 2024
Framework Travel Plan ref: 22975-HYD-XX-XX-RP-TP-6001-P08 dated 2 May 2024 - Hydrock
Transport Assessment ref: 22975-HYD-XX-XX-RP-TP-5001-P08 dated 2 May 2024 – Hydrock (based on floorspace proposed and not number of units referenced)

Drainage Strategy ref: 22975-HYD-XX-XX-RP-C-0500 rev. P04 dated 2 May 2024
Phase 1 Preliminary Geo- Environmental and Geotechnical Risk Assessment ref: JER9536 version.1 dated 31 May 2024
Detailed Desk Study (Stage 2) for potential UXO contamination ref: EES1361 R-02-00 Dated 19th May 2022
Flood Risk Assessment ref: HLEF83419 v1 dated September 2022
Energy and Sustainability Statement ref: 3935 dated 26.04.2024 - Hannan Associates
Existing Utility Services Report dated 20.05.2022 - Hannan Associates
Noise Impact Assessment Ref: R2090-REP01F-JW - Red Acoustics
BREEAM 2018 HEA05 Design Assessment – Shell only ref: R2090-REP02 REV. E-JW dated 2 May 2024 - Red Acoustics
Security Needs Assessment ref: GLS05-GS-SY-ZZ-RP-Y-0001-S4 rev.A - Graphite Security
Extended Phase 1 Habitat Survey (Preliminary Ecology Appraisal) Version 1 dated 29.04.2024
Dusk Emergence and Dawn Re-Entry Bat surveys ref: RT-MME-158308
Preliminary Bat Roost Assessment ref: RT-MME-157730-04 dated June 2022
Preliminary Arboricultural Assessment ref: RT-MME-157730-01 May 2022 - Middlemarch
Arboricultural Impact Assessment ref: RT-MME-157730-02 October 2022- Middlemarch (as revised by Landscape Proposals plan ref: 4198-01 Rev G).

Received 13th May 2024

Email from planning agent dated 20th June 2024 clarifying land ownership

Agent email dated 29.07.2024 in respect of boundary treatment
Email titled 'Hydrock 22975-HIGH' – Correspondence between consultant and UU to show that their concerns relating to easement have been satisfied and all matters are resolved.
Email titled 'T Fox Email 16/04/2024 – Correspondence to demonstrates that the watercourse the LLFA are referring to is proven to not be within the Site
Received 29th July 2024

Highways Technical Design Note (Reference. 22975-HYD-XX-XX-RP-TP-1001-P01)
Landscape Proposals plan ref: 4198-01 Rev G
Assessment of Biodiversity Net Gain BNG (Reference. Version 2) dated 22.08.2024
Received 23rd August 2024

Hydrock LLFA Response Drainage Technical Note (Reference. 22975-HYD-XX-XX-TN-002)
Received 23rd August 2024

The Statutory Biodiversity Metric Calculation Tool Spreadsheet and condition sheet relating to individual trees.
Received 27th August 2024

Existing Site plan (edged red) plan ref: 12481-AEW-XX-XX-DR-A-502 rev.P05 received 28th August 2024

City Works Lost Watercourse Assessment and Topographical and Underground Utility survey plan ref:UAR318_A sheet 2 of 2 received 16th October .2024

Photo Logs; Borehole Logs; Borehole Locations Drawing (Ref 22975-HYD-XX-XX-DR-GE-0002 P01) in connection with culvert investigations.
Received 5th November 2024

Bat Survey Report dated 31.7.2024 received 15th November 2024

Proposed boundary treatments plan ref. 12481-AEW-XX-XX-DR- A-0508 rev.P11
Bird and Bat Box plan ref: 12481-AEW-XX-XX-DR-A-0507 rev. P08
External works plan ref: 12481-AEW-XX-XX-DR-A-0504 rev. P13
Proposed site plan ref: 12481-AEW-XX-XX-DR-A-0503 rev. P17
Received 19th November 2024

Agent email dated 21.11.2024 (08:25) confirming the implementation of sustainability measures.

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;

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- 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;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site

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 Phase 1 Preliminary Risk Assessment (RPS, JER9535, 26 May 2024).

b) Before the development hereby approved commences, a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) shall be submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

d)In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall

be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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) Prior to commencement of any above ground works, full detailed designs (including specifications, and review of any existing TRO's) of all highways works (including off-site), 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).

7a) 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).

8a) Electric vehicle charging points shall be implemented in the locations shown on Proposed site plan ref: 12481-AEW-XX-XX-DR-A-0503 rev. P17.

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).

9) The car parking indicated on the approved Proposed site plan ref: 12481-AEW-XX-XX-DR-A-0503 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 building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

10)The cycle storage facilities shall be implemented in accordance with the detail as shown on plan ref: 12481-AEW-SI-XX-DR-A-0069 REV.P02 in the Highways Technical Design Note received 23rd August 2024, 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.

11. a) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

12) Notwithstanding the details contained within the Flood Risk Assessment and SuDs strategy, prior to the first occupation/use of the development hereby approved, details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 12, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 12.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

13)Prior to commencement of the use within each unit hereby approved, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority for that unit. The NMP for any unit shall include an assessment of noise from all activities associated with the loading bays, service yards and loading dock area associated with that unit. Any measures or restrictions of the external yards in connection with the content of the approved NMP shall be implemented in full before the use within that unit commences.

Reason - To safeguard the amenities of the occupiers of 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).

14) a) The premises shall be acoustically insulated and treated to limit the breakout of noise in accordance with the Noise Impact Assessment (Red Acoustics, 2 May 2024). The scheme shall be implemented in full before any of the uses hereby approved commences.

b) All windows and doors to all units must remain closed (excluding access and egress through doors) during night-time hours if work is taking place inside the buildings.

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 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).

15a) 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.

16 a) Prior to above ground works, a scheme for the storage and disposal of refuse for each unit shall be submitted to and approved in writing by the City Council as local planning authority.

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 for each unit 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).

17 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).

18)a) The development hereby approved shall be carried out in accordance with the document titled ' Energy and Sustainability Statement ref: 3935 dated 26.04.2024 in relation to each unit (measures confirmed by email dated 21st November 2024 (08:25) from the planning agent).

b) A post construction review certificate/statement shall be submitted for approval to the City Council as Local Planning Authority for the development, which demonstrates the achievement of a BREAM Very Good rating 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.

19) The development shall only be carried out in accordance the recommendations set out in the Security Needs Assessment ref: GLS05-GS-SY-ZZ-RP-Y-0001-S4 rev. A received 13th May 2024. The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for that the development.

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.

20a) Prior to occupation of each unit, detailed designs of any external lighting for each unit shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to each unit being first brought into use 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, and the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

21) If , when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

22) a) The boundary treatment scheme for the development shall be implemented in accordance with Proposed boundary treatments plan ref. 12481-AEW-XX-XX-DR- A-0508 rev.P11 received 19th November 2024 .

b) Finalised elevational designs of the boundary treatment and gates shall be submitted to and approved in writing by the City Council as local planning authority.

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.

23) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans specified in condition no.2 and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

24 a) Notwithstanding the landscaping scheme on Landscape Proposals (Reference. RE-4198-01 Rev G) received 23rd August 2024, a finalised landscaping scheme (including additional tree and bramble planting, together with locally native shrub mix) shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to any ground works in connection with the soft landscaping areas approved, 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 bat and bird boxes as shown on plan ref: 12481-AEW-XX-XX-DR-A-0507 rev. P08 shall be implemented prior to the occupation of the buildings hereby approved and retained at all times thereafter.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

27) If no development commences within 12 months of the date of consent, a further survey of the site and locality for badger setts shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

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).

28) Prior to the commencement of development (including ground works and vegetation clearance), a reasonable avoidance measures method statement for hedgehog and other wildlife covering the site clearance and construction phase of the development shall be submitted to and approved by the local planning authority for that phase. The development shall be implemented in accordance with the approved measures.

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).

29)Prior to any works on the proposed development commencing (excluding demolition), a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all ‘significant’ biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:
A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.
B) Descriptions of the management operations necessary to achieving aims and objectives.
C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.
D) Details of monitoring needed to measure the effectiveness of management.
E) Details of the persons responsible for the implementation and monitoring.
F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
G) Reporting on years 1, 2, 5, 10, 20 and 30’.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

30)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).

31)The permission hereby granted relates to a maximum of gross internal floorspace of 6,984 sq.m. of commercial floorspace, including Classes E(g) (ii) (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).

32) Prior to the installation of the substation on plan ref: New Substation design Proposed site plan ref: 12481-AEW-XX-XX-DR-A-0503 rev. P17, finalised elevational design details shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved design shall be implemented as part of the construction of the development.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

33) The development shall be implemented in accordance with the Detailed Desk Study (Stage 2) for potential UXO contamination ref: EES1361 R-02-00 Dated 19th May 2022

Reason - To ensure that the presence of or the potential for any Unexploded Ordnance is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1and EN18 of the Manchester Core Strategy (2012).

34) The first use of each unit hereby approved shall be the lawful use for that unit, and for no other purpose in the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason - To safeguard the amenities of the occupiers of 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).

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. Construction/demolition works shall be confined to the following hours: Monday - Friday: 7.30am - 6pm Saturday: 8.30am - 2pm Sunday / Bank holidays: No work

3. 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.

4. The applicant will be required to enter into a Section 278 agreement for any alterations to the existing adopted highways. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.
Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:
https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

5. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

6. Culvert:

A culvert investigation has been completed, with no evidence of a culvert structure found. MCC records indicate the presence of an underground culverted watercourse (Corn Brook Tributary) on-site. While MCC records are regularly updated to maintain the highest level of accuracy, they cannot guarantee complete accuracy for all culverted assets.

Therefore, it is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991.

The developer can apply for land drainage consent (if required) via the following link:
https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

Unit 1C, Excel Centre, Preston Street, Manchester, M18 8DB
AST EXPRESS LIMITED, Unit 3, Excel Centre, Preston Street, Manchester, M18 8DB
Unit 3, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 4, Medlock Court, Welcomb Street, Manchester, M11 2NB
F3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 3, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 4, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 8, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit C, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit 14, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 1, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 7, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 11, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 21, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Grahams Ltd, Whitworth Street, Bradford, Manchester, M11 2NJ
Unit 8, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 10, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Units B2 And B3, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit 12, Norbury Court, Welcomb Street, Manchester, M11 2NB
Delta Industrial Estate, Preston Street, Manchester, M18 8DB
BAG MAGIC UK LTD, Unit 1A, Excel Centre, Preston Street, Manchester, M18 8DB
MAC Processing Ltd, Unit 2, Excel Centre, Preston Street, Manchester, M18 8DB
Unit 4A, Excel Centre, Preston Street, Manchester, M18 8DB
Unit 4C, Excel Centre, Preston Street, Manchester, M18 8DB
Unit 9, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 2, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 19, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 10, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 16, Norbury Court, Welcomb Street, Manchester, M11 2NB
East City Library, Whitworth Street, Bradford, Manchester, M11 2WH
Unit 22, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 16, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 10, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 8, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 5, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 5, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 14, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit A7, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit 6, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 3, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Procam Television Limited, Unit 4, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB

Universal Pallet Services Ltd, Preston Street, Manchester, M18 8DB
Unit B1 And B4, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Manchester College Of Arts And Technology, Ashton Old Road, Manchester, M11 2WH
Unit 1B, Excel Centre, Preston Street, Manchester, M18 8DB
Ashburys Depot, Bessemer Street, Manchester, M11 2NN
F2, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 20, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 15, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 2, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
New Adventures Ltd, 10 Preston Street, Manchester, M18 8DB
Unit 1, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 6, Medlock Court, Welcomb Street, Manchester, M11 2NB
F1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 18, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 2, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 9, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 18, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 15, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 9, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 4B, Excel Centre, Preston Street, Manchester, M18 8DB
Unit 1, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 17, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
A J ENGINEERING SERVICES, Unit 12, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit B6, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit 11, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit B5, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit 4, Excel Centre, Preston Street, Manchester, M18 8DB
Unit 7, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 6, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 17, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit B6A, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit 7, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 5, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA