

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135680/FO/2022

Date registered valid: 28 February 2023

Proposal: Erection of five storey self-storage facility (Class B8) together with associated parking, circulation space and stores, landscaping, boundary treatment and roof mounted photovoltaic panels, following demolition of existing buildings

Address: Land Off Ambrose Street , Manchester, M12 5DD

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Marc Studholme Storage World

Agent (if any): Mr Thomas O Kane P4 Planning Limited

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 25 January 2024

Application details

Type of application: Full Application Consent

Development type: Major Industry

Date of site visit:

Standard consultations:

Printed: 2 June 2023 Expired: 16 June 2023

Neighbour notifications

Printed: 21 August 2023 Expired: 31 August 2023

Site notice

Posted: Expired:

Press advert

Published: 28 March 2023 Expired: 18 April 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is currently occupied by a large double height warehouse currently subdivided into 6 units, with a hardstanding to the west of the building set behind a high brick wall with palisade fencing above fronting onto Pottery Lane. The boundary treatment to Ambrose Street comprises high palisade fencing. There is a minor change in levels between the north part and southern section of the overall site, but the change in levels beyond the site on Pottery Lane is significant as the road level drops under the Manchester to Glossop/Marple rail lines.

There is also a 48-sheet size LED advertising display between the site and the rail line, which is not in the site edged red, and which is understood not to be in the applicant's control.

Planning History

135681/AO/2022 - Installation of illuminated fascia signage to all elevations of the proposed building, together with a non illuminated banner sign.

Approved subject to conditions 24.10.2023

092712/FO/2010/N2 - Change of use to the first floor from offices to storage.

Approved subject to conditions 26.05.2010

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is located at the junction of Ambrose Street and Pottery Lane. The site is bounded by the Manchester to Hadfield / Glossop railway line (separated by a thin strip of landscaping) to the north with two colleges beyond the railway, warehousing and industrial uses to the south, west and east, and residential properties further to the south at the junction of Gorton Lane and Pottery Lane.

Description of development

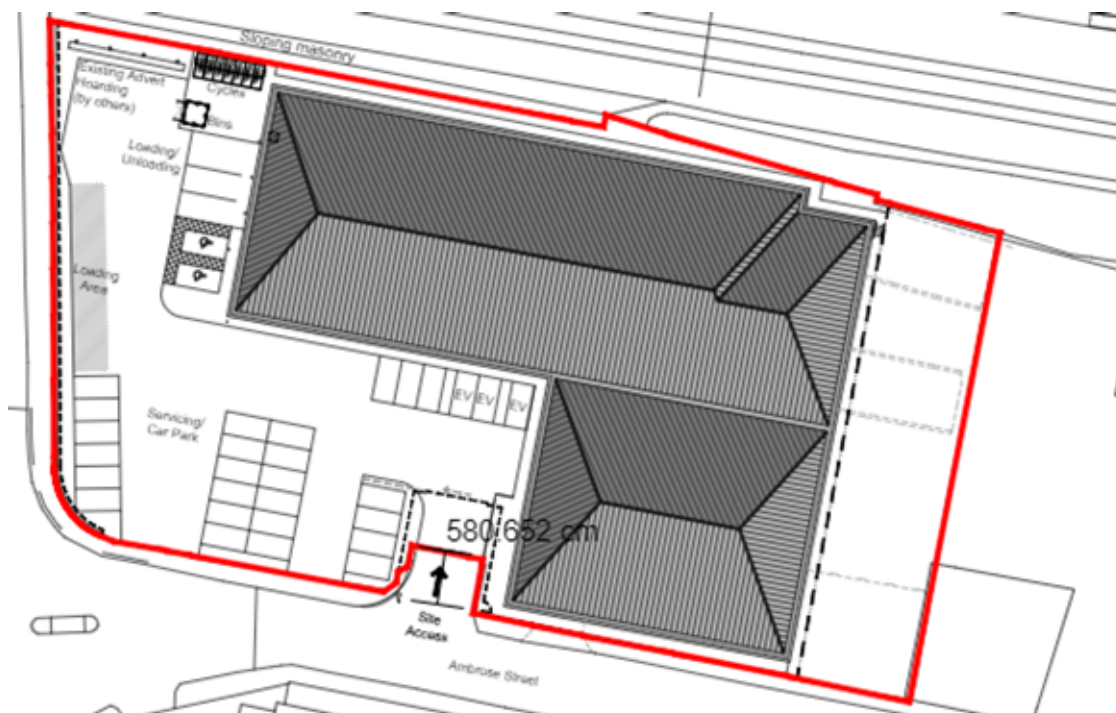
Consent is sought for the erection of five storey self-storage facility (Class B8) together with associated parking, circulation space and stores, landscaping, boundary treatment and roof mounted photovoltaic panels, following demolition of the existing buildings on the site. The site covers an area of 0.52 ha.

The proposed development would lead to the creation of 11,900sq.m of floorspace (Gross External Floor Area) (11,525sq.m Gross Internal Floor Area) following the demolition of the existing building (2,441 sq.m). Each proposed floor comprises 2,380 sqm (GEFA).

The building would comprise insulated grey metal cladding with a metal roofing system. External walls to be built using a combination of composite cladding panels, 1000mm high with a micro rib finish and trapezoidal wall panels, laid horizontally and vertically.

The existing vehicular access on Ambrose Street would be retained, with the gates set 5.8m back behind the back of pavement to allow a vehicle to stand clear of the highway. 33 parking spaces are proposed – 3 no. spaces for loading, 2no. for disabled users and 28 for staff and visitors. The loading spaces proposed to enable goods to be easily transferred to the self storage facility. The service area also incorporates a designated loading area for larger vehicles and designed for HGV movements within the site. Loading operations into the proposed building would be carried out through 2no level access loading doors on the western elevation.

14 cycle spaces are proposed within a cycle store located to the west of the proposed building and to the north of the proposed parking area.



3 full time and 1 part time employees would be based at the proposed self storage facility.

The proposed operating hours are:

- 8:30 to 17:30 on Monday to Friday
- 10:00 to 16:00 on Saturday
- 10:00 to 14:00 on Sunday.

A limited area of soft landscaping is proposed to the western and southern boundaries of the site to Pottery Lane and Ambrose Street respectively, with tree planting proposed within the site on proximity to the boundary treatment to the Pottery Lane frontage.

The existing western brick boundary wall would be retained, but with existing palisade fencing above would be replaced with 2.4m weldmesh fencing 7005 grey paladin weldmesh fencing. The existing palisade fencing fronting onto Ambrose Street would also be replaced with 2.4m weldmesh fencing 7005 grey paladin weldmesh fencing. The eastern boundary would also comprise paladin fencing.

An application for the installation of illuminated fascia signage to all elevation of the proposed building, together with a non illuminated signage banner ref: 135681 has been approved separately.

Consultations & Notification Responses

Local businesses/adjoining occupiers - No comments received.

Highways Services – 29.03.2023

HIGHWAYS RESPONSE TRIP GENERATION AND JUNCTION CAPACITY: The submitted Transport Statement (TS) provides a trip generation assessment showing the anticipated net increase in vehicular trip generation from the existing circa. 2,425sqm B2/B8 use to the proposed 11,975sqm B8 self storage facility based on TRICS data. Whilst the assessments shows that the proposals would only generate an increase in +4 and +5 two-way trips during the AM and PM peak-hour periods, it is unclear at this stage whether the TRICS assessments are fully representative of the existing and proposed development scenarios due to the following TRICS output observations:

- o The (existing) 'Employment - Industrial Unit' assessment appears to include sites surveyed at a time when COVID-19 restrictions were in place;
- o The (proposed) 'Employment - Warehousing Self Storage' assessment includes relatively old surveys undertaken between 2002 and 2016 with no recent surveys; and
- o It is unclear whether the surveyed self storage sites are representative of the development proposals given that it appears that the proposals will also include workspace/offices which is likely to generate additional trips. It is also noted that the existing Storage World site at Ashton Old Road also includes workshops, packing supplies shop and it is unclear whether the proposed site would also offer such provisions which may influence trip generation.

Highways require further detail on the site's proposed operations with TRICS justification/reassessment in order for Highways to determine whether additional operational assessments are required. Alternatively, surveys at the existing Ashton Old Road site may provide a more representative estimate of trip generation. TfGM has been consulted on the proposals - comments to be provided.

SITE ACCESSIBILITY: The TS demonstrates that the site is located in an accessible location with a frequent bus service operating along Pottery Lane. Ashburys Railway Station is also located within walking distance of the site therefore offering access by sustainable modes, particularly for staff.

ACCESS: The proposals include retention of the existing Ambrose Street site access. The access gate-line has been set-back slightly to reduce the risk of waiting vehicles blocking back

onto the highway. Highways request further information on how access for all vehicles would be managed through the gate to ensure queues do not extend back onto the highway. No dedicated pedestrian route is provided through the site and it is unclear whether a dedicated pedestrian gate would be provided at the site access. Highways request that the site layout is updated to provide a safe pedestrian route to the building entrance from Ambrose Street.

PARKING: A total of 33no. parking spaces are proposed, inclusive of 3no. loading bays and 2no. disabled bays. Of the proposed spaces, 10% (3no.) spaces will provide Electric Vehicle charging provision. Core Strategy maximum parking standards for B8 use suggest 1no. parking space per 100sqm, equating to 120no. parking spaces. Whilst it is noted that these are maximum standards, the proposed level of provision is considerably lower equating to only 1no. space per 363sqm. The TS provides a summary of parking demand at other self storage sites recorded in the TRICS database, showing a maximum parking demand of 1no. parking space per 448sqm. Whilst this indicates that the development proposals would generate a maximum parking demand of 27 spaces, it is unclear whether the selected sites are comparable to the proposals as details of these sites/surveys have not been appended to the Transport Statement. An additional parking accumulation assessment has also been provided based on hourly trip rates obtained from the TRICS database, showing a maximum parking accumulation of 17 vehicles. Based on the above, Highways require further justification with regard to the selected TRICS sites/assessment parameters utilised to inform the above parking assessments to ensure that the assessments reflect the development proposals. Alternatively, surveys at the existing Ashton Old Road site may provide a more representative estimate on maximum levels of parking demand. Further detail on anticipated weekend parking demand is also required given that the site would be operational 7 days-a-week. Should the proposed level of car parking provision be evidenced to be suitable to serve the development, Highways consider the proposed level of disabled and EV provision to be acceptable. Highways request that the site layout plan is updated to demonstrate appropriate 2.4m x 4.8m standard parking dimensions, additional 1.2 side and rear clearance at disabled parking spaces and 6m aisle width. Highways also note that the car swept-path assessment appended to the TS is not clear as it appears two tracks have been overlaid in the presented viewport.

OFF-SITE HIGHWAYS WORKS: No off-site highways works are proposed. However, Highways request that the application includes footway reinstatement of the redundant vehicular access point located east of the site access on Ambrose Street as part of a S278 agreement. Highways note that the existing site access does not benefit from dropped-kerbs or tactile paving provision. Highways therefore request that the proposals include such provision in order to improve surrounding pedestrian facilities as part of a S278 agreement. It is also requested that the existing double-yellow waiting restrictions to the northern aspect of Ambrose Street are extended to protect the presented visibility splay. Refreshment of the existing surrounding waiting restrictions within the vicinity of the Potter Lane/Ambrose Street junction is also requested. It is recommended that the s278 works be attached as a condition to any planning consent.

CYCLE PARKING: 14no. covered and secured cycle parking spaces will be provided. This level of provision aligns with the minimum Core Strategy requirement of 1no. cycle parking space per 850sqm for B8 developments. The applicant should however ensure that such parking is made available to both staff and visitors.

REFUSE AND DELIVERIES: Refuse servicing will be undertaken within the curtilage of the site. Although a swept-path assessment has been submitted within the TS which demonstrates that an appropriate refuse vehicle can access/egress the site in forward gear, this would involve the vehicle reversing within the vicinity of operational parking bays giving rise to potential vehicle/pedestrian conflict. Highways therefore request that refuse servicing is restricted to times when the facility is closed as part of a conditioned Delivery & Servicing Management Plan. The TS notes that a 16.5m articulated vehicle may require access to the site on occasions, with the submitted swept-path assessment also showing associated reversing manoeuvres within the vicinity of the operational car park. Highways therefore request that

access for such vehicles is also restricted to times when the facility is closed as part of the Delivery & Servicing Management Plan.

TRAVEL PLAN: A Framework Travel Plan has been provided as part of the application.

However, it is recommended that the development, submission, implementation and monitoring of a Full Travel Plan within 6 months of occupation be attached as a condition to any planning consent.

CONSTRUCTION MANAGEMENT: At this stage, Highways require the applicant provide outline details on the proposed power connections and any associated highways works/traffic management in order to understand impact on vehicular traffic, pedestrians and cyclists. A Construction/Demolition Management Plan should also be provided by the applicant prior to any construction works beginning which would provide further details on utility works and associated traffic management. The plan should detail the phasing and quantification / classification of vehicular activity associated with planned demolition/construction with 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.

Contractor parking provision and measures to deal with mud and dust on the highway should also be considered. The document should also consider ongoing construction works and contractor parking in the locality. It is recommended that the above be attached as a condition to any planning consent. The applicant should also ensure that Network Rail is consulted with regard to the Construction/Demolition Management Plan due to the proximity of the works to the railway line to the north.

CONSTRUCTION/ FIT OUT MANAGEMENT: The applicant should be advised that any requirements for licensing, hoarding/scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk.

SUGGESTED CONDITIONS - Full Travel Plan – offsite highway works (footway reinstatement/TRO/dropped-kerbs and tactile paving) - Delivery & Servicing Management Plan - Construction/Demolition Management Plan

ADDITIONAL COMMENTS 31.05.2023

A Highways Technical Note (TN01) has been submitted in response to Highways and TfGM comments. An updated TRICS trip generation assessment has been provided and Highways accept that the revised assessment is more representative of the existing/proposed development. The assessment demonstrates that the proposals will result in a net increase of around 15 and 19 two-way trips during the AM and PM peak-hour periods respectively. The assessment also shows that the proposals, without consideration of existing site trip generation would generate below the 30 two-way trip threshold. As such, Highways agree that further assessments are not necessary as the proposals are unlikely to have an impact on local highway safety and operations. The proposed access dimensions are considered acceptable, however Highways require some further detail on how access will be managed in terms of whether the gate would be closed during a standard day with access permitted by fob access for example. Highways would prefer that the gate is left open during operational hours to reduce the risk of vehicles backing up on to Ambrose Street. Whilst plans show a dedicated pedestrian gate will be provided at the site access, the dedicated pedestrian route from the access to the building entrance (reception area) appears to be very narrow in places, particularly along the building's southern elevation. Highways request that dimensions are provided. A revised weekday TRICS parking assessment has been provided based on the updated survey site selection taken forward to inform the trip generation assessment. The assessment demonstrates that a demand for 1 parking space is generated by every 463m² of GFA, resulting in a maximum parking demand of 26 spaces when applied to the development. The updated parking accumulation assessment shows that the proposed development would generate a maximum parking demand of 21 vehicles on a weekday. The updated assessments indicate that the proposed level of parking provision would cater for operational parking demand on a

weekday, however, additional operational information is also required in order to evidence that weekday operations would provide the worst case assessment in terms of parking demand. Highways still have concerns on the level of parking provision given that the proposed provision is significantly below the maximum Core Strategy standard. Highways therefore request that parking demand across the site is monitored as part of a suitably worded condition. The applicant has confirmed that the car park will be constructed to the necessary dimensions. Updated swept-path assessments have been provided, however these show that a 7.5t panel van and articulated vehicles would overrun one parking space. It is anticipated that the panel van tracking could be updated to ensure that such movements do not impact on parked cars, however Highways request that access for articulated HGVs is managed as part of a Delivery and Servicing Management Plan. The applicant has agreed to implement the suggested highways works. An outline plan of such works has been submitted and is accepted in principle although the works should include refreshment of the existing waiting restrictions within the vicinity of the Potter Lane/Ambrose Street junction. Highways request that the works are undertaken as part of a S278 condition. The applicant has confirmed that cycle parking provision will be made available to both staff and customers. Highways still request that refuse servicing and HGV access is restricted to when the site is closed to the public as part of a Delivery & Servicing Management Plan due to potential conflicts with site users. Highways accept that utility connections and traffic management detailed can be provided as part of a conditioned Construction Management Plan.

FURTHER COMMENTS 27.07.2023

The applicant has confirmed that the vehicle access gate will remain open during operational hours to reduce the risk of vehicles backing up onto the highway. A revised swept path assessment has been submitted which demonstrates that all vehicles can manoeuvre within the site without impacting upon parking bays. However, as HGVs would be required to turn/reverse in the vicinity of the car park, Highways still recommend that access for such vehicles is managed as part of a Delivery and Servicing Management Plan due to potential conflicts with pedestrians and vehicles utilising the site car park when the site is operational.

Dimensions of internal footways have been provided on the revised swept path assessment plan which shows that such provision reduces to 0.9m width. However, the updated GA plan (Rev. P04) does not show pedestrian provision to the south-eastern perimeter of the car park and so the proposed provision is unclear.

Whilst it is noted pedestrian trips associated with the development are likely to be relatively low based on the nature of operations, pedestrian provision should be provided at a sufficient width to accommodate any level of pedestrian movement including those joining the footway when arriving to the site by car. Highways therefore recommends that the footway widths are increased to min. 1.2m.

Weekend parking accumulation survey data has been provided for two operational Storage World sites in order to understand potential weekend levels of parking demand. The surveys show that based on the proposed floor area, the proposed development would likely generate a maximum parking demand of around 21 vehicles. This therefore demonstrates that the proposed level of parking provision is likely to cater for peak levels of weekend demand. Whilst the applicant suggests an extension of the existing Ambrose Street waiting restrictions is not necessary, Highways requested that such provision was made in order to protect the presented visibility splay at the site egress from both potential off-site parking associated with the development during any busier periods and existing on-street parking currently observed along Ambrose Street. Highways still note that the proposed level of on-site parking provision falls significantly short of Core Strategy standards for use class B8.

TfGM –

Have reviewed the Transport Statement (TS) and have provided comments in respect of the highway section.

- I. Accident Analysis -The latest five-year period should be used to assess road safety. This should include the data from 2022 that is available.
- II. Trip Generation -TfGM HFAS recommended approach if the existing use is still fully operational is that the existing trips should be determined by a survey at the access, and not a desktop exercise using TRICS. The TRICS exercise for the existing use includes only B2 sites and not B8 sites. B2 sites generally have a higher trip rate compared to B8 use. If the existing development is covered by B2/B8 use, and in theory if there is a higher mix of B8 use, the existing trip rate will not be an accurate representation of existing operations. TfGM would refer to the Local Highway Authority (LHA) to confirm the use classes which cover the existing site.
- III. Proposed Internal Access Arrangements -The TS confirms that the existing vehicle access on Ambrose Street will be retained for the proposed B8 use. TfGM recommend that the access is upgraded to provide dropped kerbs and tactile paving. Drawing Number 3232-01-ATR01 Rev A contained within Appendix 3 of the TS demonstrates that achievable visibility spays in line with standards contained within Manual for Streets can be achieved from the site access. A total of 33 car parking spaces are proposed to serve the development, which is in accordance with the Council's adopted car parking standards. A car parking accumulation study has been undertaken which demonstrates that the maximum parking demand associated with the proposed use is 17 vehicles in any one hour. The proposed internal layout will need to be designed to accommodate all parking and vehicle manoeuvres associated with the B8 development, to ensure 3 that HGVS can enter and exit the site in a forward gear, for general safety purposes and to maintain the free flow of traffic along the surrounding routes. A vehicle swept path analysis for a 16.5m articulated vehicle, large removal van and a 7.5T box van has been undertaken of the proposed site access and internal site layout to demonstrate that the largest expected vehicle can safely enter and egress the access point, carrying out turning manoeuvres within the site, as shown in Drawing Number 3232-01-ATR01, contained within Appendix 3 of the TA. TfGM would refer to the LHA to determine whether the proposed access, car parking and servicing arrangements are acceptable.
- IV. Traffic Regulation Orders -TfGM would suggest that it would 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.
- V. Other - A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

It is considered that there are some public transport options available close to the site.

Active Travel

In order to maximise the benefits of the site's location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle. The development should be designed so as to integrate with the surrounding area to create a safe pedestrian environment with natural surveillance. In particular, the internal layout should ensure provision of a safe walkway throughout the car park, with appropriate lighting surrounding the building.

Cycle Parking

14 covered cycle parking spaces, in accordance with the Council's adopted standards will be provided adjacent to the building entrance. TfGM recommend that where possible spaces in excess of the minimum should be provided. The staff cycle store should benefit from sufficient

lighting and CCTV. Additionally, there should be onsite lockers, showers and changing room facilities for staff.

Travel Plan

To encourage sustainable travel choices, it is important that the development is accompanied by a robust Staff Travel Plan with effective measures for bringing about modal shift, i.e., the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets. Should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Staff Travel Plan be attached as a condition of any planning consent.

Environmental Health – 29.03.2023 Recommends conditions relating to construction hours , acoustic insulation of external plant , refuse storage ,and that the mitigation measures in relation to air quality are implemented.

30.03.2023 The Contaminated Land Section has received a copy of the following report:

- Phase I Desk Study and Preliminary Contaminated Land Risk Assessment. Storage World Ambrose Street, Manchester, GeoAssist Limited, Reference: 6101/VAJ V1.00 PCLRA, Aug 2022.

The Contaminated Land Section has reviewed the above information in order to assess the following points: 1. The adequacy of the desk study information available for this site. 2. The adequacy of the site investigation. 3. The adequacy of the final risk assessment. 4. The acceptability of the proposed remediation strategy. 5. Whether the information submitted is sufficient to discharge the relevant contamination and/or gas condition from the planning approval.

1. The adequacy of the desk study information available for this site.

The report includes a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages. The desk study information was found to be adequate.

2. The adequacy of the site investigation - Not submitted

3. The adequacy of the final risk assessment- Not submitted

4. The acceptability of the proposed remediation strategy- Not submitted

5. Whether the information submitted is sufficient to discharge the relevant site investigation and/or gas condition of the planning approval.

Before the contaminated land condition can be discharged, the following information needs to be submitted to the Council for approval: (i) Submission of Site Investigation Proposals (ii) Submission of a Site Investigation and Risk Assessment Report (iii) Submission of a Remediation Strategy (iv) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed.

Further comments 28.04.2023

The ground gas and Phase II reports are fine, but some more information on the remediation strategy for the asbestos found within the made ground is needed.

Arboricultural officer – 13.04.2023 There are no trees of value on this site, and as such they advise their only input would be regarding the landscaping plan, which currently does not have

any trees included in it. In locations such as these, the addition of trees is crucial to improve the aesthetics from the street scene, and they request that the applicant adds some trees to the planting plan.

30.05.2023 Following receipt of a landscaping plan including tree planting (including species) , had no further comments to make on the application.

Flood Risk Management – Have advised that there are new updates for peak rainfall climate change allowances in FRA. The drainage plan refers to 30% cc. In line with the latest guidance, they require 45% CC.

- The proposed outline connection point onto the existing culverted watercourse appears to be located outside the site boundary. For any new connection onto an existing ordinary watercourse, flows must be limited to greenfield run off rates. Additionally, works will be subject to land drainage consent under Land Drainage Act 1991, and third-party landowner approval in writing (if required).

They therefore recommend that conditions to require the submission of a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, together with a further condition relating to the on-going management and maintenance arrangements of the approved scheme.

Design for Security – Having looked at the proposals in conjunction with the Crime Impact Statement they do not have any concerns with the proposed development, but highly recommend that a Secured by Design condition is attached to any approval.

Environment Agency – Have no objections to the application submitted, as the red line boundary falls outside of flood zone 3 and therefore should be considered under flood risk standing advice. They have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals. These comments replace direct case-by-case consultation with them. This proposal falls within this category. These standard comments are known as Flood Risk Standing Advice (FRSA). They can be viewed at <https://www.gov.uk/guidance/flood-risk-assessment-for-planningapplications#when-to-follow-standing-advice>. They recommend that their standing advice is fully considered before making a decision on this application.

Advice to your Authority - This development site appears to have been the subject of past industrial activity which poses a low risk of pollution to controlled waters.

United Utilities – Advise that the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted they request the following condition is attached to any subsequent Decision Notice:

The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Flood Risk Assessment and Foul & Surface Water Drainage Design Drawing PG/MB/11325, Rev 2 - Dated 1/11/22 which was prepared by Thomasons. 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.

A condition regarding the on-going management and maintenance of the surface water drainage system is also recommended.

They also forwarded advice regarding Management and Maintenance of Sustainable Drainage Systems, and matters relating to United Utilities property, assets and infrastructure which have been shared with planning agent .

The Coal Authority –The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

Cadent – Have no objection, but request that an informative note is attached to any approval. They advise a notification from the LinesearchbeforeUdig (LSBUD) platform indicates the development is in close proximity to their medium and low-pressure assets.

Informative Note into the Decision Notice:

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.

Greater Manchester Ecology Unit –The application includes an ecological survey. This found the site to have limited ecological value.

Bats

The survey found the buildings to be demolished to have negligible bat roosting potential. However as bats are highly mobile creatures and they advise that the following informative be attached to any permission, should it be granted: *Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.*

Nesting birds

The survey considered that nesting birds could be using the buildings on site. As all wild birds, their nest and eggs are protected under the Wildlife and Countryside Act 1981 (as amended), they advise that the following condition be attached to any permission: *No 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 the structures for active birds' nests immediately before the works commence 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.*

Biodiversity Net Gain

They advise that they would expect any such scheme to include measures to enhance biodiversity at the site and to provide a net gain for biodiversity, in line with the requirements of the National Planning Policy Framework. They therefore recommend that the following condition (or similar) be attached to any permission, if granted: A scheme for the Biodiversity Enhancement Measures shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the

development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Network Rail – 05.04.2023 is placing a holding objection on the proposal.

Property Deeds dated 12 th January 1970 apply as former railway land to a section of the site adjacent to Network Rail land. Network Rail are responsible for the retaining wall for inspecting and maintaining the retaining wall supporting the railway as identified below. As Network Rail has not previously discussed the interface with the railway structures and construction works we require a questionnaire to be completed and all works on site to agreed and reviewed by NR. The documentation submitted by the applicant does not satisfy NR's concerns re the retaining wall. The applicant is to submit the attached form to

AssetProtectionLNWNorth@networkrail.co.uk – a site visit will be required as well as all works being undertaken under a basic asset protection agreement. Could you please ensure that if developers contact you with proposals that could impact the railway, that they take into account its proximity to the development and mitigate their proposals as required by Network Rail including interfacing with our asset protection teams in the first instance prior to submission of a planning application.

Advice was provided to the applicant in regard to

- Measurements to railway tracks and railway boundary
- Obligations
- RAMS
- Fail Safe Use of Crane and Plant
- Encroachment
- Lighting
- Scaffolding
- Access to the railway
- Drainage proposals and Network Rail land
- Excavation and Earthworks and Network Rail land
- Boundary treatments
- 3m Gap requirements

30.05.2023 - NR ASPRO (asset protection) raised concerns about this proposal.

26.07.2023 - In order to lift the associated holding objection, NR will need to be satisfied of feasibility during and post construction. The developer wishes to install a sheet piled wall to segregate themselves from the retaining wall. Early discussions suggest a dig and push methodology to prevent the impact of vibration. Admittedly this will need to be managed by NR ASPRO via a BAPA, to ensure no detriment to the asset. They advised they were in the process of entering into the BAPA with the developer. An overlay for sheet pile wall at Ashburys was provided, with Network Rail advising that although there appeared to be no encroachment, they were concerned with the northwest corner, which was identified in the bubble on the plan. The sheet piles look as though they are hard up against the retaining wall and therefore Network Rail will need a definitive dimension for this area. The masonry is sloping so Network Rail (NR) envisaged them potentially being obstructed by the footings. They also advised that the NR wall was not the boundary according to the land plans, and that unless NR had sold off land, the sheet piles would need to comply with the land agreement, which appeared to show considerably more than a metre from the wall to the boundary. Given the tracks are 4 feet centres NR suggested this is more than that distance and more like 2m. NR believes that there is a need to get the land surveyed and the boundary established before they would allow any piling works to commence. They commented further that there would be issues with construction practices that need addressing prior to this proposal gaining approval.

31.08.2023 - Advised they are aware of additional indicative requirements required in terms of the retaining wall, and that this has been communicated to the Outside Party following

discussions and advice from their structures RAM. In order for these requirements to be established there is a need for the Outside Party to access NR land to carry out a survey. In order to do this, there is a requirement for a BAPA to be in place, this is currently in the process of being approved and sent out to the Outside Party. The consensus is that the survey will establish the information to update the plans and allow a more informed design for NR review. At which stage they will be able to advise on associated planning feasibility.

16.11.2023- The Asset Protection team and Structures team are carrying out their own investigations regarding matters relating to the covenants.

January 2024 – Have requested a condition in regard to the gap between the proposed building, and the rail line buttresses, and an informative as set out below.

Prior to any above ground works, finalised detailed construction designs that ensure the retention of a gap between the nearest building and the Network Rail retaining wall that is of satisfactory distance to Network Rail, either ten feet in width or as specified by the annotations on plan “MH1314-SK105 Network Rail Boundary Detail”, to enable the ongoing maintenance of Network Rail’s retaining wall, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Informative - After such time that the finalised detailed construction designs of the building in order to ensure the retention of a gap between the building and the Network Rail retaining wall have been approved, the applicant is required to liaise further with Network Rail in relation to the requirements specified under any subsequent BAPA and the rights and covenants detailed within a Conveyance dated 12th January 1969 between the British Railways Board and The North Western Electricity.

10.01.2024 (NR Planning)- can you progress this proposal – please note NR town planning have no further comments so once the issue with the asset protection/property issues are remedied there is no objection.

10.01.2024 (NR property) would prefer there to be mention of the 10ft within the planning condition as their Structures team did highlight that 10ft is the preferred distance, regardless of the covenant . However if this does fall into the same parameters as discussed yesterday (i.e the council cannot legally impose any covenants etc.) then we will have to accept wording of the condition without mention of the 10ft distance.

24.01.2024- (NR Planning) given the comments from Asset Protection dated 24.01.24 any objections are withdrawn and the proposal can be decided by the LPA – subject to the comments from Asset Protection – the developer can now directly liaise with Asset Protection and there is no further town planning requirement or comments.

Policy

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in July 2021 and subsequently revised September 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 120, (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 130 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) - paragraph 152 sets out 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.

Places for Everyone Plan

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. 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 highlights 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-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.

National Planning Policy Guidance (NPPG)

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

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

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

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

- encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.
- These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

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.

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.

EC2 'Existing' Employment Space'- this policy states that the Council will seek to retain and enhance existing employment spaces and sites.

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;

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.

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.

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.

A Renewable and sustainability planning report is included as part of the submission for this application. These references predicted site wide CO2 emissions reduction following energy efficiency measures and the implementation of LZC technologies through a fabric first approach, and solar PV's with the potential incorporation of two 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 4no. trees, and some specimen shrub and ground cover planting on a site which currently is wholly hard surfaced.

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

Policy 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.

Unitary Development Plan - saved policies

Saved Policy E3.3 (Environmental Improvement and Protection) is relevant as the application site is situated on a main radial route. Policy E3.3 confirms the council will upgrade the appearance of the city's major radial and orbital roads and rail routes. This policy is relevant given views of the site from Pottery Lane, which is a major arterial route. It is considered that proposal would not adversely affect Pottery Lane due to the distance from the site boundary.

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. Guidance within Chapter 3 requires developments to be fully inclusive and accessible for all and take into consideration the requirements of disabled people. Chapter 4 seeks the adoption of energy efficient design. In respect to non-residential developments the guidance identifies that the City Council will encourage developers to use the BREEAM standards to assess the environmental performance of buildings and that development should achieve a post construction rating of 'very good'. However, the guidance indicates that alternative modelling tools that enable the developer to exceed the requirements of BREEAM are also encouraged. Chapter 8 promotes consultation with Greater Manchester Police, to incorporate measures to help crime prevention through design. The proposed development is considered to have been designed to reflect the sites context and relationships with the surrounding area to provide a 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 EC2 and EC5 is also of relevance, as EC2 seeks to protect existing employment and economic development areas and EC5 identifies the provision of employment land in East Manchester

The site will remain as an active employment use through new commercial floorspace and infrastructure. The built footprint of the proposed storage unit will occupy the majority of the site which will be in keeping with development in the locality The proposed development for a self-storage B8 use is considered to be compatible with surrounding land uses and will improve the quality of commercial floorspace in the locality.

Siting, Design and Scale

The siting of the building represents the most suitable and efficient layout to achieve the occupier's requirements and has been designed with the principal frontages to Pottery Lane and Ambrose Street, with the reception and building entrance and loading bays being located on the western elevation facing onto Pottery Lane.

The proposed building would be five storeys in height. Although, the site to the east of the proposed development comprises single storey structures, and there are two storey commercial buildings to the south of Ambrose Street, there are buildings within the street scene on Pottery Lane in the vicinity of the site of four storeys and above in height. The proposed roof has been designed as a low angled pitched hip arrangement to reduce the overall mass of the proposed building. This arrangement optimises the use on the top floor, reducing the height of the parapet wall and the mass of the building overall.

The proposals have been designed to reflect the activities of the future self-storage Class B8 use with a reception area and associated ancillary facilities, which is intended to operate from the proposed building.

The design of the new building is commercial in nature, utilising a materials palette which would not be out of character with developments in the vicinity.

The building would comprise insulated grey metal cladding with a metal roofing system.

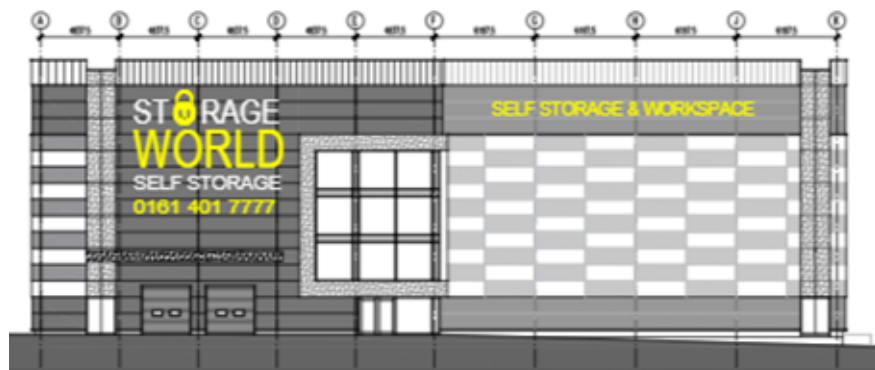
External walls to be built using a combination of composite cladding panels, 1000mm high with a micro rib finish and trapezoidal wall panels, laid horizontally and vertically.

The design philosophy is that the different cladding panels and colours will, together with the signage assist in contributing to a reduction in the mass of the proposed building in visual terms The proposed development will have two roller shutter doors for loading and unloading on the western elevation alongside a loading / unloading area

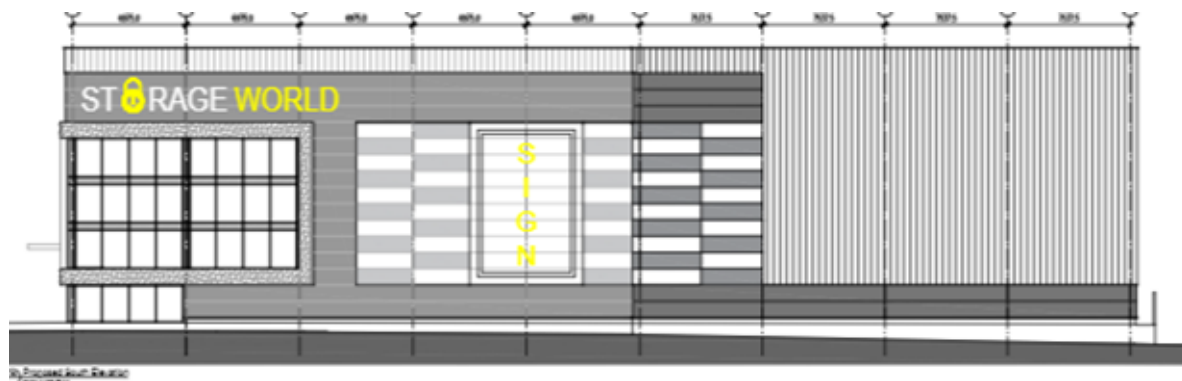
There are four ground floor entry points. Two will be on the western elevation comprising the main entrance next to the disabled (DDA) spaces, with a further ground floor entry point to access a stairwell. The southern elevation facing Ambrose Street, will have one access door, which connects to a stairwell. The north elevation of the site, facing the railway line, contains an access door to a stairwell.

The southwestern corner of the proposed building frontage would comprise glazed areas in the with further glazing in the vicinity of the entrance, with the remainder of the building comprising insulated metal cladding. It is, however, proposed to attach a materials condition to enable

further consideration to be given to the final material colouration and specifications, with associated jointing designs to prevent drip lines from the cladding system used.



Pottery Lane frontage



Ambrose Street frontage

During the consideration of the proposed development there have been changes to the siting of the building on the northeast corner of the site, where the building floorplate has been brought in slightly to lead to an increase in the gap between the proposed building and the northern boundary with the buttress to the elevated rail line. Issues relating to the siting of the proposed building and relationship with the rail line are discussed in more detail elsewhere in this report.

Due to the variation in heights of buildings on Pottery Lane, and in the wider vicinity of the site, it is considered that the proposed development would not give rise to issues resulting from the proposed scale and mass of the building, when viewed from Pottery Lane and Ambrose Street, and would not give rise to significant visual impacts in the immediate area. Furthermore, the proposed building would be set back from the boundary with Pottery Lane due to the proposed off-street parking provision associated with the proposed facility.

Therefore, it is considered that the proposed building has been sited and designed to take account of the location and surrounding development in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

Residential Amenity

The surrounding uses are primarily non-residential with no habitable rooms overlooking the site. The neighbouring (non residential) buildings to the east of the site are industrial /commercial in nature , and the nearest residential properties lies to the south on Textile Street 93.3 m away. As such it is not considered that the proposed development would give rise at any significant adverse impact to residential amenity, due to loss of privacy, and impacts from noise from comings and goings at the site.

Sustainability

The application is accompanied by a renewable and sustainability planning report which details how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy, in order to meet the policy requirements and council targets whilst reducing its overall environmental impact. The development has been designed with a fabric first approach with the installation of roof mounted photovoltaic panels. The report also indicates that 2no air source heat pumps may also be incorporated within the development to serve the building's heating requirements.

The recommended measures renewable and sustainability planning report will improve the energy efficiency of the building. This, along with the landscaping plans proposed will contribute towards a low carbon environment.

The proposed development would meet Building Regulations Part L 2021 standards, and would deliver a 208% reduction in CO2 emissions based on 2010 regulations and therefore meeting the carbon reduction target set out in policy EN6.

In order to ensure the implementation of the proposed measures it is recommended that this aspect of the scheme is conditioned.

Air Quality

Pottery Lane falls within Air Quality Management Areas due to due to exceedances of the annual mean Air Quality Objective (AQO) for nitrogen dioxide (NO2). The application is accompanied by an Air Quality Assessment. 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. The Air Quality Assessment considers the potential effects as a result of the scheme. 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, however, due to the low number of anticipated vehicle trips associated with the proposals, road traffic exhaust emission impacts are not predicted to be significant. The provision of electric charging points would assist in the reduction of potential emissions from vehicular traffic to and from the site.

In relation to impacts to the proposed building, due to the self-storage (Class B8) use proposed, glazed areas would be limited, and any potential need for mitigation measures for the future occupiers is considered to be low.

Flood Risk /Drainage

The Environment Agency flood maps indicate that the majority of the development lies within Flood Zone 1 , i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (<0.1%) in any year. However, there is a small area of Flood Zone 2, i.e. land assessed as having greater than a 1 in 1000 (>0.1%), but less than a 1 in 100 (<1.0%) annual probability

of fluvial flooding in any year in the south eastern corner of the site, and the site is situated within a Critical Drainage Area

In view of this the submitted Flood Risk report states that the finished floor level of the new building will be set a minimum of 600mm above the peak 1000 year flood level from the adjacent culverted watercourse, and it is recommended that this aspect of the scheme is conditioned.

The development has been assessed against the NPPF 'Sequential Test'. Taking into consideration that the application is for a commercial development predominantly in Flood Zone 1, Tables 1, 2 & 3 of the NPPF have been appraised to confirm that development is appropriate, the sequential test is passed, and the exception tests is not required. The Flood Risk Assessment has considered all other forms of flooding and overall and concludes that the site is at low risk of flooding from all sources.

The submitted layout would have the potential to improve the existing circumstances through introducing soft landscaping which would enable infiltration within the western and southern portion of the site, thereby contributing to mitigating flood risk and reducing surface water run-off. The submitted flood risk assessment and drainage strategy sets out that the proposal would restrict flow rate to ensure that the flood risk to the site and surrounding catchment is not increased by development.

In respect of the surface water drainage, the report states that it is proposed to restrict the proposed flow rate to ensure that the flood risk to the site and surrounding catchment is not increased by development. Furthermore, that the surface water runoff would be collected from the impermeable areas and directed to the culverted watercourse via a new connection to the east of the site. Plans also indicate the siting of a geocellular storage tank below part of the area of hardstanding to the south of the proposed building which would enable flow rate to be attenuated.

Foul water generated by the development will continue to discharge to the existing combined sewer in Ambrose Street via an existing connection. The foul discharge does not present an increased flood risk to the surrounding district.

Furthermore, the report states that the long-term maintenance of the new drainage infrastructure will be with the property owners in line with best practice guidance. Annual inspections will need to be carried out and clearing of gullies, drainage channels, and petrol interceptors undertaken.

However, in view of the comments received from the LLFA following the submission of the Flood Risk Assessment and Outline Drainage Strategy, 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.

Highway Matters

Policies T2 and DM1 requires consideration to be given to the impacts of proposed development in terms of traffic generation and highways and parking requirement.

A Transport Statement accompanies the application. The proposed development is forecast to generate around 16no. two-way trips in the AM peak hour and 14no. two-way trips in the PM peak hours. This level of trip generation is not considered to be onerous and would not give rise to a significant effect on highway safety or capacity on the local highway network.

Furthermore, this site is readily accessible by cycle, foot and bus. The site lies opposite to Ashburys Rail Station which has regular train services into Manchester City Centre. There are also regular bus services on both Ashton Old Road and Hyde Road (in walking distance of the

site, and a bus stop outside the site to Cheetham Hill. It is considered that the site is accessible by sustainable travel options.

It is considered that the proposed development would have no significant impacts on trip generation and would not give rise to any significantly adverse impact to the local highway network.

In regard to sightlines, 2.4m x 40m visibility splays can be achieved from the existing access in accordance with the 20mph speed limit on Ambrose Street.

It is also noted that Traffic Regulation Orders are in place on Pottery Lane and on Ambrose Street from Pottery Lane to the retained site access. The planning agent has confirmed that the applicant has already committed to repaint the yellow lines on Ambrose Street to reduce on-street parking as part of the Section 278 works, and external works plan to address concerns raised by consultees.

In regard to highway safety, the data for the recently available five-year period of data (2016-2020) has been extracted. 6no. slight severity incidents have occurred on the road network in the vicinity of the site at or adjacent to the Pottery Lane/Ambrose Street/Gorton Lane signalised junction. Given the levels of traffic movements at that junction, together with an expectation that accidents would be concentrated at junctions where traffic streams make conflicting movements.

It is considered that the pattern of accidents is typical of an urban road network junction, and is not considered to be particularly onerous, given how the proposed facility would be used.

Access

The vehicular site access will not be moved from its current location at the southeast of the site, off Ambrose Street, with the gate location maintained which would enable a car to stand clear of the highway if the gate were closed, to reduce the risk of waiting vehicles blocking the highway. The applicant confirms that the main gate will remain open during operational hours to reduce the risk of vehicles backing up onto Ambrose Street. The proposed operating hours are: • 8:30 to 17:30 on Monday to Friday • 10:00 to 16:00 on Saturday • 10:00 to 14:00 on Sunday. These operating hours are based on operating hours at Storage World's sites in Greater Manchester. Outside of operating hours access will be managed by a fob system, allowing essential users to access the building between 7:00 and 22:00.

The revised swept path assessment (ref. 3232-01-ATR03 Rev A) also provides dimensions of the proposed protected pedestrian route to the entrance from Ambrose Street. The proposed development is expected to create a limited volume of pedestrian traffic. However, the scheme has been revised to include a footpath from the pedestrian access gate on Ambrose Street along the south west corner of the proposed building to where the proposed EV charging spaces are proposed. The revised arrangement now incorporate a continuous pedestrian route from Ambrose Street to the main entrance with a width varying from 3.3m to 1.3m with a narrowed section 1m in width. Whilst it would have been preferable for the narrowed section to be widened, the swept paths for 16.5m articulated vehicles which would visit this site would preclude the ability to achieve widen the footway. Furthermore, due to the level of traffic flows on a day to day basis, the narrowed width of a section of this route within the site is not considered to give rise to significant pedestrian safety issues.

Servicing and deliveries

The loading area comprises three dedicated loading bays located on the western elevation of the proposed building.

In response to matters raised by consultees requiring refuse servicing and HGV access is restricted to when the site is closed. The planning agent has confirmed that applicant is not expecting high levels of HGV movements to the site, circa one truck per week, with the swept path analysis demonstrating that refuse vehicles and HGVs can access and manoeuvre the site, as shown in drawings ref. 3232-01-ATR03 Rev A and 3232-01-ATR02. On the basis that that the site is not subject to any vehicle restrictions at present a condition is proposed in regard to a delivery and servicing management plan to enable this matter to be further explored.

Car parking

Appendix B in the Core Strategy expands upon parking requirements. B8 uses are required to provide 1 standard car parking space per 100 m², 2 disabled parking bays (plus one for each disabled employee), and a minimum of 2 cycle spaces (or 1 space per 850m² of B8) 33no. off street parking spaces are proposed in a parking area which wraps around the southern and western facades of the proposed building which equates to 1 space per 363m² of floorspace.

The parking area accessed from the existing access form Ambrose Street includes 2no. spaces which have been designed for use by disabled users, and 28 spaces for staff and visitors and 3 spaces for loading purposes.

In order to demonstrate that the level of parking provision would be sufficient to meet the needs of the operation and not to give rise to displaced parking on street, the planning agent has provided data relating to the applicant facility in Wilmslow. The Wilmslow site has 25 car parking spaces are available which equates to 1 space per 249m² GFA. The parking spot check surveys were undertaken on Saturday 1st July and Sunday 2nd July 2023 whereby the number of cars / light vehicles and other goods vehicles parked at the site were recorded at hourly intervals on each survey day. The survey results show that the peak weekend parking demand was observed on Sunday, where up to 11 vehicles were parked on site between 12:00- 13:00. When set against the context of the GFA of the Hale & Wilmslow facility (circa 6,220m²), this equates to a maximum parking demand for 1 space every 565m², which when applied to the proposed development at Ambrose Street results in a maximum parking demand of around 21 spaces (12 spaces less than the proposed provision of 33 spaces).

It is considered that with the provision of off-street car parking associated with the scheme would led to a low risk of development-related parking overspill onto the public highway in the local area. However, given the comments received from consultees, although a Framework Travel Plan has been submitted to accompany the application, it is recommended that any approval be conditioned to require the submission of a full travel plan.,

The level of parking provision is in connection with the proposed nature of the use as a self-storage facility, based on the data referred to in highway matters section above would cater for the typical maximum parking demand that is forecast to be generated by the proposed development. If, however the development was a Class B8 warehouse facility (and not self-storage) the level of provision required would be 120 spaces, with associated servicing requirements for both LGV and HGV's . The proposed development has not been designed to meet these requirements, and as such it is recommended that any approval be conditioned to require that the use is restricted to a self-storage facility within use Class B8, and not for any other purposes with Class B8 to ensure adequate parking and servicing arrangements are in place to meet the needs of the proposed development. 3no. EVC points are to be incorporated within the proposed parking area.

Cycle storage

14no. covers and secured cycle spaces would be provided to the northwest of the proposed building. It is recommended that this aspect of the scheme is conditioned. The level of provision

would comply with guidelines for Class B8 developments. Furthermore, the ground floor building layout also includes the provision of a shower, with view to encouraging staff to cycle to work.

Waste Management

A bin storage area is proposed to the northwest of the building accessed from Ambrose Street.

Due to the nature of the proposed development i.e. self-storage facility, the anticipated waste generation would be significantly lower than other Class B8 developments, with the self-storage component would generate very little waste. The submitted documentation in regard to waste states that tenants will be obligated to take-away their belongings that they store at the end of their tenancy. Given this and the need identified earlier, it is proposed to provide 1,100l Eurobin (general waste) associated with the proposed development.

The planning agent has stated that the operator would employ staff who would manage operations of the facility. They further advise that tenants and businesses that occupy the self storage units would be responsible for their own waste disposal.

Although the proposed development does not sit within the 'office' category or any other category within the GD 04 waste guidance, the nature of the proposed self-storage facility is considered to be likely to be likely to generate similar waste levels to an office use, in that the use is unlikely to generate significant volumes of waste, and the majority of waste is more likely to be generated by the ancillary administrative offices within the facility. Within the guidance, the recommended total waste storage capacity for offices is 2,600l per 1,000m² gross floor area, with 50% of this capacity should be retained for recycling. On the basis that the ancillary reception/office facility covers approx.51 sq.m the provision of 1,100l waste storage capacity is considered to be sufficient, subject to the frequency of collection. The submitted documentation in regards to refuse storage stated that refuse collection would be undertaken by a private commercial waste collection company at a frequency to be determined as part of the contract, with refuse collection vehicles servicing the site from Ambrose Street. It is therefore proposed to attach a condition to any approval to require the implementation of the submitted waste management strategy, but that the frequency of collection to be provided.

Design for Security

The application is accompanied by a Crime Impact Statement. The report suggests that the propose industrial development is suitable for this area, which has a number of similar developments in the local area, provided that the matters discussed in more detail in Section 3.3 are addressed, in particular, external lighting, site wide CCTV coverage, a monitored alarm system robust access control to restrict access into the car park, and building when the facility is not staffed (i.e. at night). It is therefore recommended that a condition be attached to any approval to require implementation of the measures within the Crime Impact Statement, and the achievement of secure by design accreditation.

Landscaping/Trees

The site currently comprises derelict hardstanding, with no soft landscaping. The proposed development includes the planting of 4no. trees set in a linear low growing shrub strip along the western boundary, with 5 no. specimen shrubs in narrow planting areas within the site adjacent to Ambrose Street. Whilst limited areas of soft landscaping are proposed within the site, this represents an improvement over the existing situation.



Ecology/Biodiversity

The site currently comprises an area of hardstanding with warehousing/ industrial units, with no trees or soft landscaping.

The Extended Phase 1 habitat survey and daytime bat survey accompanying the application found the buildings to be demolished to have negligible bat roosting potential. However, following the advice received that bats are highly mobile creatures, an informative is proposed to be attached to any approval reminding the developer that if a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

The habitat survey considered that nesting birds could be using the buildings on site. It is therefore proposed to attach a condition to any approval to ensure that no 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 the structures for active birds' nests immediately before the works commence 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.

In regard to biodiversity enhancement measures the report recommends the incorporation of soft landscaping, tree planting and the provision of bird and/or bat boxes. The submitted Biodiversity Impact Assessment shows a net gain of 0.04 habitat units resultant the proposed development.

It is recommended that the delivery of biodiversity enhancement measures is conditioned.

Contaminated Land and Coal

The planning application is accompanied by a Preliminary Coal Mining Risk Assessment report, a Geotechnical ground investigations report, Ground Gas Risk Assessment and a Phase II report.

Historically, the site has been occupied by a boiler and iron works and residential properties.

In relation to coal matters site is in a surface area that could be affected by underground mining in 4 seams of coal at 250m to 1,060m depth, and last worked in 1957. Any movement in the ground due to coal mining activity associated with these workings is expected to have stopped.

The site does lie adjacent to a Coal Authority designated Mining High Risk area, with three shafts are located at approximately 50m distance from the western boundary of the site. The submitted Coal Mining Risk Assessment report classifies the risk to the development on this site in respect of past, present or future coal workings or mineral extraction as low to moderate.

In regard to the presence of ground gas, the submitted information suggests that the depth of made ground is variable across the site, and no putrescible materials were present capable of generating ground gases at significant quantities such that the proposed development would be impacted. Findings from this ground gas risk assessment confirm that made ground with the potential of producing quantities of ground gas has not been identified on the site. Although CO₂ has been detected the levels are such that the report assesses the risk to the development from ground gas to be low and that no further gas monitoring is required.

The Phase II report has identified the presence of Asbestos fibres and asbestos containing materials present on site. In view of the submitted data, it is therefore recommended that a condition be attached to any planning approval to reference the submitted reports, but also to require the submission of a remediation strategy outlining what measures, if any, are required to remediate the land is, prior to the commencement of development. Furthermore, that when the development commences, the development be carried out in accordance with the previously agreed Remediation Strategy, and a Completion/Verification Report be submitted.

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

Disabled Access

Level access will be provided into the building through the provision of a pedestrian access to the western side elevation. Due to the nature of the proposed development lift access is proposed to all floors, which would provide accessibility for disabled users to the upper floor levels. Three lifts are proposed to be sited close to the reception area and the loading bays at ground floor level.

An accessible toilet facility is proposed in proximity to the entrance of the proposed self storage building.

Boundary Treatment

The existing western brick boundary wall would be retained, but with existing palisade fencing above would be replaced with 2.4m weldmesh fencing black paladin weldmesh fencing, and the existing palisade fencing fronting onto Ambrose Street would also be replaced with 2.4m weldmesh fencing black paladin weldmesh fencing. It is advised that the proposed paladin fencing on the eastern boundary would be no higher than 2.4m and would be cut will be formed by proposed building. Depending in the height of the retaining wall it would be mounted on. As no finalised details have been submitted in regard to the boundary treatment to the eastern perimeter, nor treatment to the northern boundary (if required) following the finalisation of the

siting of the building in connection with matters raised by network Rail, it is proposed that this aspect of the scheme is conditioned.

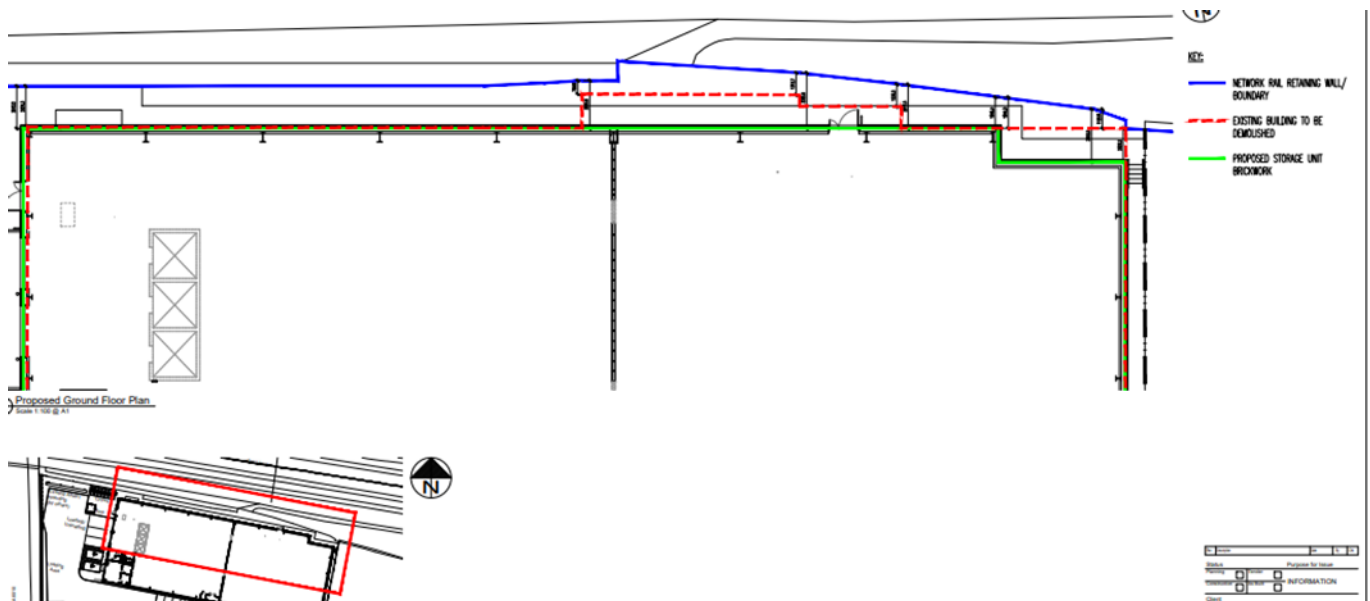
Employment

The submitted details suggest that 3 no. full time and 1 no. part time member of staff would be present on site when the building is operational. Whilst this presents a loss, as there are a maximum of 13 staff based across the 6 businesses currently occupying the existing building, the loss of 9.5 staff is not considered to be significant, when the proposed development would also lead to short term job creation in regard to construction.

Network Rail issues

During the consideration of the proposed development Network Rail raised concerns that the existing building which Storage World's proposal is to replace, appears to have been in breach of a covenant since the 1970s which secured a gap of 10ft from the retaining wall of the elevated rail line to enable Network Rail to maintain this structure.

Whilst here have changes to the siting of the building on the northeast corner of the site, and the building floorplate has been brought in slightly to lead to an increase in the gap between the proposed building and the northern boundary with the buttress to the elevated rail line, and the siting of the proposed development will be an improvement on the siting of the existing building, it is understood the proposed development would still partly be in breach of the covenant.



Key - Blue dotted line – Network Rail retaining wall boundary .
Red dotted line- siting of existing building to be demolished
Green line - siting of proposed building

Following on-going discussions with Network officers from their planning section, asset protected section and property officers, a conditioned approach to require that
'Prior to any above ground works finalised detailed construction designs of the building in order to ensure the retention of a gap between the building and the Network Rail retaining wall as shown on plan ref: MH1314-SK105 Network Rail Boundary Detail - annotated overlays; to enable the ongoing maintenance of the retaining wall to the rail line 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 details so approved'

together with the attachment of an informative to state that ' After such time that the finalised detailed construction designs of the building in order to ensure the retention of a gap between the building and the Network Rail retaining wall have been approved, the applicant is required to liaise further with Network Rail in relation to the requirements specified under any subsequent BAPA', has been agreed.

Furthermore, a BAPA is now in place for the proposed development.

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 policies 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 proximity of the development to the rail line to the north, and tree planting. 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:

Topographical Survey plan ref: 58708-TOPO;

Electrical Services External Lighting plan ref: AMST-WAT-ZZ-00-DR-E-63100 rev.P3;

Proposed Demolition plan ref: MH1314-05;

Location plan ref: MH1314-01 rev.A;

Proposed external building materials visual ref: MH 1314

Planning statement dated November 2022

Framework Travel plan doc ref: 3232-01 – FTP01 dated October 2022

Crime impact statement ref: 2022/0219/CIS/02 Version A: 10th October 2022

Extended Phase 1 habitat survey and daytime bat survey dated August 2022

Biodiversity Impact Assessment dated November 2022

Renewable and sustainability planning report dated October 2022 rev.1

Geotechnical ground investigations report ref: Site Ref: 6101/VAJ-G dated September 2022

Phase 1 desk study and preliminary contaminated land risk assessment ref: 6101/VAJ V1.00 PCLRA dated August 2022

Flood risk assessment and outline drainage strategy ref: PG/MB/11325 dated 1st November 2022

Preliminary Coal Mining Risk Assessment Report (Desk Study) Site Ref: 6101/ VAJ CMRA V1.0 dated September 2022

Air Quality Assessment ref: 5626r1 dated 21st September 2022

Received 6th December 2022.

Waste Management Strategy Proforma;

Refuse Collection Arrangements plan ref: 3232-01-ATR02;

Existing and Proposed fence elevations and details plan ref: MH1314-12;
received 23rd January 2023.

Method Statement – Demolition rev.2 dated February 2023

Received 2nd March 2023

Geotechnical Report – Concrete Floor Slab (Report Number 6101/VAJ-G)

Phase II Contaminated Land Risk Assessment Report (Report Number 6101/VAJ-CLRA)

Ground Gas Risk Assessment Report (Report Number 6101/VAJ-GRA)

Received 3rd April 2023

Content of correspondence from Planning agent dated 17th May 2023 relating to Highway Matters;

Foundation Layout ref: 11325-001 rev,T2

Cut and Fill and Earthworks Volumes plan ref: 11325 – 900 rev. T1

Transport statement doc ref: 3232-01-TS01 dated October 2022 updated by Highways
Technical Note (TN01) (includes swept path plan ref: 3232-01- ATR03)

External Works plan ref: 11325-050 rev.T2 (Notwithstanding landscaping shown)

Photograph of boundary treatment to the north of the site

received 17th May 2023

Landscaping General Arrangement plan ref: UG_1754_LAN_GA_DRW rev.P04

Swept Path Analysis plan ref.3232-01-ATR03 Rev A

received 14th July 2023

Proposed Master Plan (ref. MH1314-06 Rev E)

Proposed Site Plan (ref. MH1314-07 Rev F)

Proposed Upper Floor Plans (ref. MH1314-08 Rev C)

Proposed Elevations (ref. MH1314-09 Rev D)

Proposed Roof Plan (ref. MH1314-10 Rev B)

Proposed External Works (ref. MH1314-11 Rev C)

Design and Access Statement (Rev D) ref: MH1314/E dated September 2023

received 7th September 2023

Network Rail boundary detail plan ref: MH1314- SK105 received 8th December 2023

Flood Risk Assessment and Outline Drainage Management Strategy dated 1st November 2022
Received 12th December 2023

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 hereby approved, further information detailed below shall be submitted to and approved in writing by the local planning authority, and be appended to the Construction Management Plan Issue No.2 March 2023 received on 15th May 2023.

- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway
- Parking of construction vehicles and staff; and

- Sheeting over of construction vehicles.
- A dilapidation survey, including photographs and commentary, on the condition of carriageway/footways of 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 details on the proposed external building materials visual ref: MH 1314, samples, prior to above ground works, samples 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 shall be implemented in accordance with the Geotechnical Report (Report Number 6101/VAJ-G) • Phase II Contaminated Land Risk Assessment Report (Report Number 6101/VAJ-CLRA) • Ground Gas Risk Assessment Report (Report Number 6101/VAJ-GRA) received on 3rd April 2023

b) Before the development hereby approved commences, a remediation strategy outlining what measures, if any, are required to remediate the land shall be submitted to and approved in writing by the City Council as local planning authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012.)

6) No development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority.

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 pursuant to policies EN08 and EN14 of the Manchester Core Strategy (2012).

7) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from 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.

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 policies EN08 and EN14 of the Manchester Core Strategy (2012).

8) The car parking indicated on Proposed Site Plan (ref. MH1314-07 Rev F) shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car park shall then be available at all times whilst the development is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

9) The electric vehicle charging points on Proposed Site Plan (ref. MH1314-07 Rev F) shall be installed and made available for use prior to the buildings hereby approved being occupied. The electric vehicle charging points shall then be available at all times whilst the development is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

10) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking indicated on the Proposed External Works plan ref. MH1314-11 Rev C.

The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

11) Prior to above ground works , finalised detailed designs (including specifications) of all off site highways works, shown on plan ref: External Work Plan 11325-050 rev.T2(including any Traffic Regulation Orders; and dropped kerbs and tactile paving across the proposed entrance; and footway resurfacing) 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 self storage accommodation being brought into use.

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

12) 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 the Framework Travel Plan 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, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

13) Before the development hereby approved is first occupied, a Delivery and Servicing Management Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The development shall be implemented in accordance with the approved details, whilst the proposed self-storage building is in use.

Reason - In the interests of pedestrian and highway safety, pursuant to policy T1, and DM1 of the Manchester Core Strategy (2012).

14) a) The development hereby approved shall be completed in accordance with the physical security specifications outlined within in section 3.3 and 4Crime impact statement ref: 2022/0219/CIS/02 Version A: 10th October 2022 in relation to the measures to be incorporated into the development to achieve the secure by design accreditation.

b) The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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.

15) a) The development hereby approved shall be implemented in full accordance with the measures as set out within the Renewable and sustainability planning report dated October 2022 rev.1 including measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance.

b) Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures in the development, including dated photographic documentary evidence of the implementation and completion of required works.

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 2023.

16) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. 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 approved scheme shall be completed before the premises is occupied. b) Upon completion of the development a verification report will be required 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 has 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. in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

17) a) The refuse storage arrangement shall be implemented in accordance with the details on the Proposed External Works plan ref. MH1314-11 Rev C., the Waste Management Strategy Proforma; and Refuse Collection Arrangements plan ref: 3232-01-ATR02, shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

b) Prior to first occupation of the self-storage building, the details of frequency of waste collection and measures to store recyclable waste materials shall be submitted to and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the building

The development shall be implemented in accordance with the approved details, whilst the proposed self-storage building is in use.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

18) a) Prior to the occupation of the proposed development, finalised design details relating to the positions, design, materials and type of boundary treatment to be erected to the eastern and (if required) northern boundary shall be submitted to and approved in writing, by the City Council as local planning authority.

b) The development hereby approved shall be completed in accordance with the proposed boundary treatments to the western and southern boundaries shown on plan ref: Existing and Proposed fence elevations and details plan ref: MH1314-12, in relation to the positions, design, materials and type of boundary treatment to be erected in this area of the site, and black in colouration in accordance with letter from planning agent date 23rd January 2023.

c) The boundary treatment to all boundaries shall be completed before the development is first occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development along Pottery Lane and Ambrose Street 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 saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

20) The self-storage facility shall not operate outside the following hours:-

- 8:30 to 17:30 on Monday to Friday
- 10:00 to 16:00 on Saturday
- 10:00 to 14:00 on Sunday

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

21) a) The landscaping scheme for the development shall be implemented in accordance with the Landscaping General Arrangement plan ref: UG_1754_LAN_GA_DRW rev.P04.

b) 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).

22) No 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).

23) Prior to any above ground works in the development hereby approved, a scheme and programme for delivering biodiversity enhancement at the site (including the provision of bird boxes/sparrow terraces and bat boxes/bricks) , shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures shall be implemented in accordance with the approved scheme and programme, prior to the occupation of the building, 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).

24) Prior to any above ground works finalised detailed construction designs of the building in order to ensure the retention of a gap between the building and the Network Rail retaining wall as shown on plan ref: MH1314-SK105 Network Rail Boundary Detail - annotated overlays ; to enable the ongoing maintenance of the retaining wall to the rail line 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 details so approved.

Reason - In the interests of railway safety, and maintenance of the retaining wall to the rail line. pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to ,and approved in writing by City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

26) Prior to the commencement of works within 10m of the northern site boundary, finalised details of proposed ground levels, earthworks and excavations to be carried out near to the northern boundary with the railway 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 scheme.

Reason - To prevent any of the resulting ground levels, earthworks and excavations, from de-stabilising or impacting the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

27) Prior to any above ground works within 10m of the northern site boundary, details of appropriate vehicle safety protection measures along the boundary with the railway 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 scheme.

Reason- To prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

28) Prior to occupation of the development detailed designs of a trespass proof fence adjacent to the boundary with the railway 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 scheme.

Reason- To protect the adjacent railway from unauthorised access, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

29) Notwithstanding the details on Electrical Services External Lighting plan ref: AMST-WAT-ZZ-00-DR-E-63100 rev.P3 referenced in condition no. 2, finalised design details of all external lighting including design specifications, height of columns, lux levels, colouration of lighting and measures to ensure that all lighting is angled away from the adjacent operational railway, 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 scheme.

Reason – To prevent the design and nature of external lighting from impacting the adjacent railway signals and operational railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

30) The development hereby approved by this permission shall be carried out in accordance with the approved Flood Risk Assessment and Outline Drainage Management Strategy dated 1st November 2022 Received 12th December 2023

and the following mitigation measures detailed within the Flood Risk Assessment and Outline Drainage Management Strategy:

- o Finished floor levels of the new building development are set no lower than 52.65m above Ordnance Datum (AOD) ((0.65m) higher than the 1 in 1,000 year flood event).

Reason -To reduce the risk of flooding to the proposed development and occupants and to ensure the health and safety of the occupants of the development, pursuant to policies EN14 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. MCC records highlight that the underground culvert (Clayton Brook) is located within close proximity to the site (approximately 10m to the east of the site), while records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. It is therefore 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 should be contacted immediately.

2. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance 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).

3. 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.

4. Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

5. After such time that the finalised detailed construction designs of the building in order to ensure the retention of a gap between the building and the Network Rail retaining wall have been approved, the applicant is required to liaise further with Network Rail in relation to the requirements specified under any subsequent BAPA .

6. Network Rail Advice

Measurements to railway tracks and railway boundary

When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

Obligations

Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

RAMS

The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network

Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail prior to implementation.

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.
- All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.
- Buildings, windows and structures must not over-sail Network Rail air-space/boundary.
- Any future maintenance must be conducted solely within the applicant's land ownership.
- Rainwater goods must not discharge towards or over the railway boundary.
- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.
- Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Lighting

To ensure the ongoing safety of the operational railway the applicant's lighting design must demonstrate no overspill of light onto Network Rail land.

Scaffolding

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary. This is to ensure that the safety of the railway is preserved, and that scaffolding does not:

- Fall into the path of on-coming trains
- Fall onto and damage critical and safety related lineside equipment and infrastructure

- Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 – around the clock) both during construction works and as a permanent arrangement.

- The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.
- The applicant is reminded that each Network Rail has a specific right of way and as such any developer is requested to contact the Network Rail Property Services Team to discuss the impact of the proposal upon our access.

Drainage proposals and Network Rail land

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

- All surface waters and foul waters must drain away from the direction of the railway boundary.
- Soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.
- Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's land and infrastructure.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Drainage works must not impact upon culverts, including culverts/brooks etc that drain under the railway.
- The applicant will not be permitted to direct surface or foul waters into culverts which run under the railway – any discharge of surface water under the railway via a culvert will require review and agreement from Network Rail who reserve the right to refuse use of any culverts.
- The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.
- Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary. Consideration of the impacts upon railway drainage of Astro-Turf/plastic lawn replacements, both during construction and any future inclusion of said Astro-turf by residents going forward.
- NB: Soakaways can materially affect the strength of soil leading to stability issues. A large mass of water wetting the environment can soften the ground, and a build-up of water can lead to issues with the stability of Network Rail retaining walls/structures and the railway boundary. Network Rail does not accept the installation of soakaways behind any retaining structures as this significantly increases the risk of failure and subsequent risk to the travelling public.

Excavation and Earthworks and Network Rail land: The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail.

Network Rail will need to review and agree the works to determine if they impact upon the support zone of their land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works
- Works to retaining walls

- Construction and temporary works
- Maintenance of retaining walls
- Ground investigation works must not be undertaken unless agreed with Network Rail.
- Confirmation of retaining wall works (either Network Rail and/or the applicant). Prior to the commencement of works on site the applicant must confirm with Network Rail if there are any retaining walls/structures and the applicant must interface with Network Rail to ensure that no retaining structures are impacted on a permanent basis by their proposal.
- Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
- For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review. Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. It is advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The developer is also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

Boundary treatments

Any structures on the applicant's land which runs seamlessly into a section of Network Rail infrastructure will require Network Rail agreement/comments and interface/supervision to ensure that there is no impact to or increase in risk to Network Rail assets.

3m Gap

Network Rail **REQUIRES** that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works. Network Rail requires a minimum 3m easement between structures on site and the railway boundary to ensure that we can maintain and renew our boundary treatments. No part of the structure should over-sail the railway boundary or discharge rainwater goods onto or toward the railway boundary.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
United Utilities Water PLC
The Coal Authority
Greater Manchester Ecology Unit
Wildlife Trust
Network Rail
Network Rail
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Wildlife Trust
The Coal Authority
Environment Agency
Greater Manchester Police
United Utilities Water PLC

21 Textile Street, Manchester, M12 5DJ
Stylewise Junction Gorton Road, Pottery Lane, Manchester, M12 5AD
39 Clayton Lane South, Manchester, M12 5PG
37 Clayton Lane South, Manchester, M12 5PG
HARRISON SECURITY SYSTEMS LTD, Unit 4A, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 5, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 2, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 6, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 1, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 1, Ashburys Business Park, Gorton Road, Manchester, M12 5DA
Unit 2, Ashburys Business Park, Gorton Road, Manchester, M12 5DA
Unit 3, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Manchester Rail Operating Centre, 8 Wolverton Street, Manchester, M11 2ET
Bridge College, Whitworth Street, Bradford, Manchester, M11 2GR
Ashburys Business Park, Gorton Road, Manchester, M12 5DA
Unit 1, Ashbury Works, Gorton Road, Manchester, M12 5DX
Stylewise (UK) Ltd, Ashbury Works, Gorton Road, Manchester, M12 5AD
J Allcock And Sons Ltd, Ambrose Street, Manchester, M12 5DJ
Ashbury Works, 200 Gorton Road, Manchester, M12 5DA
Units 1 To 2, Ambrose Street, Manchester, M12 5DD
Unit 8, Ambrose Street, Manchester, M12 5DD
Unit 7, Ambrose Street, Manchester, M12 5DD
Unit 6, Ambrose Street, Manchester, M12 5DD
Unit 5, Ambrose Street, Manchester, M12 5DD
Unit 4, Ambrose Street, Manchester, M12 5DD
Unit 3, Ambrose Street, Manchester, M12 5DD
2 Ambrose Street, Manchester, M12 5DD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Flood Zones Type 2 (low to medium risk) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: NORTH AREA