

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131586/FO/2021

Date registered valid: 19 October 2021

Proposal: Erection of single-storey side extension, covered store enclosure and raising of forecourt canopy to 5.2 metres, following demolition of car wash

Address: Petrol Filling Station, Chancellor Lane, Manchester, M12 6JZ

Ward(s): Ardwick Ward

Applicant: Motor Fuel Group

Agent (if any): MBH Design Studio

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 6 December 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 13 December 2021

Standard consultations:

Printed: 28 October 2021 Expired: 18 November 2021

Neighbour notifications

Printed: 24 November 2021 Expired: 15 December 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application relates to a typical petrol station situated on the east side of Chancellor Lane. The surrounding area is commercial character within a number of industrial and distributive uses, including a large car dealership opposite (west) side of Chancellor Lane. Office at Universal House is close by along with an operational railway line bisecting Chancellor Lane. The adjacent highway is heavily trafficked. The site comprises of a canopy over pumps with single storey retail store an ancillary buildings and plant and equipment situated on the south side of the site; this building screens plant and equipment in the south-east corner of the site. Jet wash and vehicle charging points are located adjacent to the eastern boundary. The site also incorporates car parking facilities. An existing jet wash is located adjacent to the eastern boundary and set back from the site street boundary by a deep forecourt area incorporating car parking.



Fig.1 – Views of the application site from Chancellor Lane at time of site visit.

The development has been partially implemented since the submission of the planning application.

Description of development

The development involves:

- i. The raising of the height of a petrol filling station to 5.2 metres, i.e., slightly higher than the ridge line of the sales building.

ii. The formation of a single storey extension adjoining the eastern elevation of an existing sales building with a projection of 7 metres. The extension would have a flat roof constructed up to the eaves of the existing sales building. An integrated frontage incorporating new windows and entrance doors. The proposed extension would be adjoined by an enclosed storeroom housing plant and equipment and bin storage enclosure.

iii. The referenced car wash removal was previously considered as part of planning permission ref: 127972/FO/2020, which has been implemented.

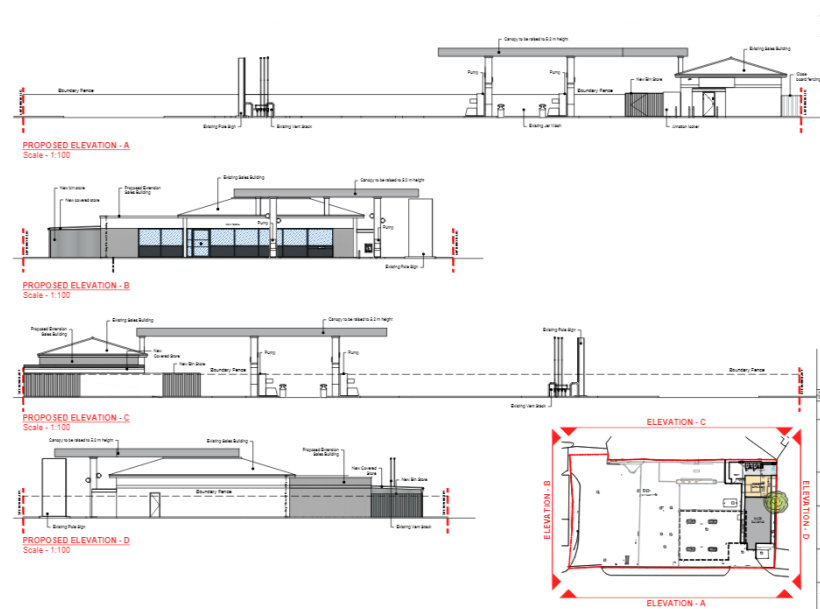


Fig.1 – Proposed elevations and site layout

Site history

Please see Appendix 3.

Consultations & Notification Responses

Local businesses – No comments

Highway Services - The following comments have been received:

- No objection as the proposed development would be located within the site boundary without impact on the local highway.
- Appropriate separate consent should be sought for works affecting the highway from the Council as local highways authority.
- Separate consent should also be sought for any excavations to be undertaken adjacent to the highway.

Environmental Health – The following conditions have been requested:

- The development should be related to measures to manage construction works.
- Any lighting required as part of the development should be conditioned to ensure that it does not cause undue glare.
- The development should be related to a condition to address any land contamination that may be encountered is appropriately addressed.
- A separate condition requiring the incorporation of a gas membrane has been included.

City Arboriculturalist – No objection to the removal of a self-seeded Ash tree, which has been identified in the submitted tree survey and is considered to have limited amenity value and inappropriately located.

Flood Risk Management Team – The development can be determined without a specific drainage condition. An informative has been requested recommended that the developer provides a drainage system that reduces risk of flooding, improves and protects water quality and aids future maintenance of the surface water drainage system.

GM Ecology Unit – No objection.

HS2 Ltd – Have advised of the potential impact of the HS2 delivery and request an informative has been requested providing a link providing information about the HS2 programme. This has been included.

GM Police Design for Security – The following comments have been received:

- i. New external fittings (i.e. shutters, windows or doors, cycle storage) should be certified to Secured by Design standards.
- ii. It is recommended lighting to doorways is provided along with CCTV and alarm systems.
- iii. It is also recommended that the external bin store is secure and fire resistant.

United Utilities Water PLC – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in September 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework are considered to be relevant.

- i. Section 8: Promoting healthy and safe communities – States that planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community

cohesion. It is considered that the proposal would be satisfactorily related to surrounding commercial and industrial uses and the related levels of noise and activity. The development would thereby be appropriately related to the guidance contained in section 8 as there would be no appreciable change in the existing circumstances.

Section 12: Achieving well-designed places - States that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. In this case, the proposed design would be related to the context of an existing petrol filling station with substantial external areas that are capable of accommodating the development. On this basis, section 12 would be satisfactorily responded to.

Planning Policy Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In considering this application consideration has been given to the following aspects of the PPG, which have been positively responded to:

- i. Consultation and pre-decision matters
- ii. Health and well-being
- iii. Noise

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The development would contribute to the sustained occupation of the site and the related services it provides. Given the locality of the site, the development would not present any issues that would harm the amenity or well-being of people living in the wider area. It is therefore considered that the development would be satisfactorily related to policy SP1.

Policy EN1 (Design Principles and Strategic Character Areas) – Sets out the need to ensure that high standards of design are achieved to thereby ensure that the quality of the local environment is safeguard or improved. It is considered that within the context of the site the proposed design of the additions, enclosures and marginal raising of the canopy height are considered to be acceptable. The use of appropriate materials are conditioned to the development. Policy EN1 would therefore be complied with.

Policy EN 14 (Flood Risk) - States that consideration is given the risk of flooding presented by development is appropriately undertaken and measures to secure satisfactory drainage are provided, maintained or upgraded. The development has been assessed by the FRMT and there is not recommendation for a specific drainage condition. The informative encouraging the upgrading of the existing drainage system will be attached to the decision. It is considered that policy EN14 has been appropriately responded to.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

The existing arrangement would be replicated with added benefit of bin storage in a defined enclosure. Policy EN19 would thereby be positively responded to.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development:
- o Effects on amenity;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

The above points have been related to the assessment of the proposals regarding its potential impact on surrounding commercial / industrial context. For reasons set out in this report it is considered that the development would be consistent with the existing operation of the site and would not depart from its relationship to the surrounding context.

Unitary Development Plan (UDP) saved policy

The following policy is relevant to the development:

Part 2 policy

Policy DC 23 Petrol Filling Stations – The development relates to an existing facility and its considered that the development would be consistent with the policy objectives of: ensuring the appropriate location if development, amenities of the area, access, impact on the highway and design.

Policy DC26 Development and noise - The following elements of policy DC26 are relevant to the consideration of the development:

Policy DC26.1- The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. The effect of new development proposals which are likely to be generators of noise and
- b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.

As stated, the local area has a high background noise level due to local traffic movement. The development would be consistent with the existing operation of the site and there are no neighbouring residential uses to be affected. Policy DC26 would thereby be accorded with.

The Places for Everyone Plan is a Joint Development Plan Document - Provides 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 on the Plan. The Examination of 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 is 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. The following policy is relevant:

- i. JP- S1- Sustainable development

Positive and proactive engagement with the applicant - An amendment to the Development Management Order, which came into effect on 1st December 2012, requires every decision notice relating planning permission and reserved matters applications include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes. In this case, 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. The planning application has been appropriately assessed on the basis of the submitted details.

Principle of the development - The development would be used in conjunction with existing operation of the site and would not affect its relationship to the surrounding locality. The positioning of the development within the site would not impact upon its operation of the site. The design of new built form is considered to be acceptable and its positioning would be screened from the street by existing buildings. The principle of the development is considered to be acceptable.

Highways issues - The development would be consistent with the existing operation of the site, i.e., the movement of vehicles to, from and within it. Any increase in vehicle movements

associated with the expanded retail use would be capable of being absorbed into the highways network. The development would not present significant additional highways issues.

HS2 - The comments of HS2 have been forwarded to the applicant and attached as an informative.

Waste – The development would provide a spacious bin storage compound that is capable of accommodating waste and recycling. Any marginal increase in waste and recycling generation can be accommodated within proposed bin store and the existing collection arrangements would be maintained.

Design - The development takes a simple architectural flat roof form that relates proposed design and appearance of equipment related to the development is considered to be acceptable.

Siting – Given the screening afforded by existing built form, the siting of the proposed extension and bin enclosures is considered to be acceptable. The extension would be appropriately related to the principal elevation of the sales building. The canopy would be maintained in its existing position with a marginal increase in height the siting of the development is therefore considered to be acceptable.

Scale and massing – The extension is considered to be a proportionate addition to the building with its height related to the eaves. The canopy would be raised from 5 metres to 5.2 metres, which would not have an appreciable impact on the streetscene.

Inclusive access – A condition has been included requiring confirmation that a level threshold has been incorporated into the new entrance.

Opening hours - The existing use of the site was approved under application ref: 036942 (dated 30 August 1990) without an opening hours condition. Given the nature of the surrounding area, it is not considered that an operating hours condition would be necessary.

Advertising - An informative has been included, which advises that this planning permission does not confer consent for the display of advertisements.

Residential amenity - No issues would arise due to the industrial / commercial nature of the local area.

Lighting – A condition has been included to control glare from any lighting that may be required in support of the development.

Ground conditions – The conditions requested by Environmental Health have been included, with an amendment requiring verification that an appropriate gas membrane has been installed.

Drainage - The development has been assessed by the FRMT who confirm that the development can be undertaken without the provision of a drainage scheme. The requested informative has been included.

Conclusion - The proposed development would be appropriately related to the operation of the site and would not affect its relationship to the surrounding area and highways network. The development is therefore considered to be acceptable.

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. In this case, 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. The planning application has been appropriately assessed on the basis of the submitted details.

Condition(s) to be attached to decision for approval

1) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council as local planning authority on 7 September 2021, 22 September 2021 and 19 October 2021:

Planning application forms

Block plan Ref: 13859 - BP

Location plan Ref: 13859 - LP

Proposed site layout Ref: 13859-P03

Proposed site elevations Ref: 13859-P04

Existing and proposed sales building layout ref: 13859-P05

Proposed sales building elevations Ref: 13859-P07

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

2) The materials to be used in the construction of the elevations of the extension hereby approved, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing retail building, in terms of colour, texture and appearance. The shopfront frames to windows and doors shall be finished in grey RAL 7016 as shown on the approved drawings.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

3) Within two months of the planning permission hereby granted, confirmation of the implementation of the development in accordance with appropriate and comprehensive construction designs for the installation of a proprietary membrane to alleviate any possibility of hydrocarbon ingress to the building, shall be submitted for approval to the City Council, as Local Planning Authority. The development shall be maintained in accordance with the approved details, which shall be subsequently maintained in situ as part of the development.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy EN18 of the Core Strategy for the City of Manchester.

4) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time during the watching brief, then development shall cease and/or the development shall not continue until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), details shall be 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 agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this on completion of development.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy EN18 of the Core Strategy for the City of Manchester.

5) Before its installation, any external lighting required in support of the development shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill. The implemented scheme shall be maintained in accordance with the approved details at all times thereafter.

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policy DM1 of the Core Strategy for the City of Manchester.

6) Within two months of the planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the provision of level thresholds to the principal entrance of the extended sales building as shown on drawings ref: Proposed site layout Ref: 13859-P03 and Proposed site elevations Ref: 13859-P04, including routes widths and gradients. The approved scheme shall be implemented before occupation of the development and maintained in situ thereafter.

Reason - To ensure the provision of inclusive access and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) Should there be any excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact:

highways.structures@manchester.gov.uk

3) The applicant is advised that the application site is located within land that may be required to construct and/or operate Phase 2b of a high-speed rail line from Crewe to Manchester, known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament and as a result the application site may be compulsorily purchased. In addition as the HS2 project is not yet at a detailed design stage the applicant is advised to closely follow ongoing progress of the HS2 programme. More information can be found at:

<https://www.hs2.org.uk/in-your-area/local-community-webpages/western-leg/>

4) It is recommended that the applicant considers improvements to the site drainage system to reduce risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

5) The planning permission hereby granted does not confer consent for the display of advertisements.

6) The following recommendations are made with regard to security and crime reduction:

- i. New external fittings (i.e. shutters, windows or doors, cycle storage) should be certified to Secured by Design standards.
- ii. Lighting to doorways should be provided along with CCTV and alarm systems.
- iii. The external bin store should be secure and fire resistant.

Appendix 1 – List of consultees & neighbours notified

High Speed Two (HS2) Limited
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC

Hillaire Electronics Ltd, Dark Lane, Manchester, M12 6FA
Flat At, 13 Chancellor Lane, Manchester, M12 6JZ
13 Chancellor Lane, Manchester, M12 6JZ

Former 15, Midland Street, Manchester, M12 6LB
Arch 58, Temperance Street, Manchester, M12 6DP
Arch 59, Temperance Street, Manchester, M12 6DP
4 Midland Street, Manchester, M12 6LB
2A Midland Street, Manchester, M12 6LB
Units 6 And 7, 2 Midland Street, Manchester, M12 6LB
8 - 10 Midland Street, Manchester, M12 6LB
6 - 6A Midland Street, Manchester, M12 6LB
2 Midland Street, Manchester, M12 6LB
61 North Western Street, Ardwick, Manchester, M12 6DX
West Way (Nissan) Manchester, Chancellor Lane, Manchester, M12 6JZ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
Area Team Boundary - Name: NORTH

Appendix 3 – Site history

127972/FO/2020

Recv: 11.09.2020

Application Approved - 11.12.2020 Ardwick Service Station, Chancellor Lane, Manchester, M12 6JZ, Installation of vehicle charging points and associated electrical infrastructure, 2no. new jet wash bays and related enclosures

105341/AO/2014/N2

Recv: 04.04.2014

Application Approved - 30.05.2014 Total Fina Elf, Ardwick Service Station , Chancellor Lane, Ardwick, Manchester, M12 6JZ Retention of illuminated sign to ATM

105425/FO/2014/N2

Recv: 09.06.2014

Application Approved - 17.10.2014 Devonshire Street Site & Devonshire, Street North/ Chancellor Lane/ Coverdale Crescent/ Hyde Road, Manchester Development of 2 geothermal exploration deviated bore holes to an approximate depth of 3,200 metres (vertical borehole to a depth of 740m before deviation occurs), to be used subsequently as operational wells, in conjunction with planning application ref: 101118/FO/2012/N2 for a geothermal heat plant

101747/FO/2013/N2

Recv: 06.03.2013

Application Approved - 17.04.2013 Ardwick Service Station, Chancellor Lane, Ardwick, Manchester, M12 6JZ, Erection of freestanding building to accommodate Automated Teller Machine (ATM).

086042/OO/2008/C2

Recv: 05.03.2008

Finally Disposed Of - 10.04.2013 Land Bounded By Fairfield Street, Ashton Old Road And Railway Viaducts, Ardwick/City Centre, Manchester, OUTLINE APPLICATION for the principle of a mixed use development across the site to provide 1,852 residential units (Class C3),

19,677 square metres hotel floorspace (Class C1), 100,128 square metres of business floorspace (Class B1), 24,218 square metres of healthcare and community uses (Class D1), 1,548 square metres of non-food retail showroom floorspace (Class A1), 512 square metres of food retail (Class A1), 2,320 square metres of non-food retail (Class A1) and financial and professional services (Class A2), 3,820 square metres of food and drink retail (Class A3 and A4), 3,006 square metres of leisure floorspace (Class D2) and 3,825 car parking spaces with associated landscaping, open space and means of access (with Appearance, Layout, Scale and Landscaping reserved)

077235/FO/2005/N2

Recv: 24.11.2005

Application Approved - 10.01.2006 Ardwick Service Station, Chancellor Lane, Ardwick, Manchester, M12 6JZ, Installation of replacement underground fuel storage tanks

044940/AO/CENTL2/94

Recv: 13.01.1994

Application Approved - 16.02.1994 Manchester Garages,, Ashton Old Road,, Ardwick, Various free-standing, fascia and post mounted signs to garage premises and forecourt

044735/AO/CENTL2/93

Recv: 03.12.1993

Application Approved - 04.02.1994 Manchester Garages, Ashton Old, Road, Ardwick, Various signage to motor vehicle showroom

F17148

Recv: 01.02.1982

Application Approved - 07.04.1982 Land corner of, Ashton Old Road and, Midland Street, Ardwick., Use of land for the display and sale of used cars.

026238

Recv: 21.02.1986

Application Approved - 09.05.1986 Knibbs Ltd.,, Ashton Old Road/Midland, Street, Ardwick, ARDWICK, Two illuminated fascia name signs

023941

Recv: 08.03.1985

Application Approved - 16.05.1985 Knibbs Ltd.,, Midland Street, Ardwick, ARDWICK, Illuminated canopy fascia signs a,b,c

039287

Recv: 14.05.1991

Application Approved - 06.08.1991 Land between, Midland Street and Chancellor, Lane, Ardwick, ARDWICK, RESERVED MATTERS Details of siting, means of access, design, external appearance and landscaping for the erection of a self service petrol filling station and car wash approved in outline undr Ref.F36942 on 30/8/90

024234

Recv: 24.04.1985

Application Refused - 05.02.1986 Dainton Street,, off Ashton Old Road,, Ardwick, ARDWICK, Erection of a two storey building to form workshop and offices

041232

Recv: 27.03.1992

Application Approved - 21.04.1992 Petrol filling station,, Chancellor Lane, Ardwick,
ARDWICK, 1) 5 illuminated shop & canopy fascia signs 2) Illuminated gantry sign

040172

Recv: 03.10.1991

Application Approved - 29.10.1991 Proposed petrol filling, station and car wash,,
Chancellor Lane, Ardwick, ARDWICK, Various illuminated signs to petrol station and car wash

F14714

Recv: 19.11.1980

Application Refused - 01.04.1981 Land and premises bounded by, Midland Street,, Ashton Old
Road,, Chancellor Lane, Ardwick., Change of use from petrol filling station, motor car
showroom, workshop and stores to a retail cash and carry unit with store and car parking
facilities.

050957/AO/CENTL2/96

Recv: 05.11.1996

Application Approved - 16.12.1996 Elf Service Station,, Chancellor Lane,, Ardwick,
Illuminated fascia signage and a pole sign

038581

Recv: 30.01.1991

Application Approved - 13.03.1991 D.C.Cook Ltd., Midland Street, Ardwick, ARDWICK,
Extension to existing car showroom/workshop to form paint spray booth

050421/FO/CENTL2/96

Recv: 07.08.1996

Application Approved - 24.09.1996 Elf Ardwick Service Station,, Chancellor Lane,,
Ardwick, Extension to existing sales building

043600/FO/CENTL2/93

Recv: 19.05.1993

Application Approved - 19.08.1993 ISLAND SITE BOUNDED BY, ASHTON OLD ROAD,
CHANCELLOR LANE, MIDLAND STREET ARDWICK, Extensions to existing garage with
new access to Midland Street and associated external works