

Planning Department
Manchester City Council
PO BOX 532
Town Hall
Manchester
M60 2LA

Our ref: AL/23-02264
Your ref: PP-12668096
Date: 17 January 2024

Dear Sir/Madam,

RE: FULL PLANNING APPLICATION FOR HGV LORRY PARK (SUI GENERIS) AND OUTDOOR UNMANNED STORAGE (B8) AT LAND OFF RONDIN ROAD, MANCHESTER, M12 6LL

We act on behalf of The Arch Company (the 'Applicant') and have been instructed to submit a full planning application for the creation of a HGV lorry park and outdoor unmanned storage to Land off Rondin Road, Manchester, M12 6LL.

The description of development for the site is as follows:

'Creation of HGV lorry park (sui generis) and outdoor unmanned storage (B8) along with boundary fencing, treatments access gates, low level external flood lighting and associated works for land off Rondin Road, Manchester, M12 6LL'

CONTENT OF SUBMISSION

This letter is accompanied by:

- Application Form, Certificates and CIL Questions prepared by Rapleys LLP
- A suite of planning drawings prepared by Millward Engineering Consultants.
- A Preliminary Ecological Appraisal prepared by Arbtech
- A Transport Statement prepared by Paul Basham Associates Ltd
- Crime Impact Statement prepared by Greater Manchester Policy
- This Planning, Design and Access Statement Cover Letter prepared by Rapleys LLP

A payment of £642.00 (including Planning Portal service charge) to cover the planning application fee has been paid to Manchester City Council via the Planning Portal. We would be grateful if you could consider the contents of this letter when determining the application.

SITE AND SURROUNDING AREAS

The site is located on the corner of Rondin Road, and measures approximately 0.7 hectares with the useable hardstanding being approximately 0.2ha, of currently vacant scrub land with hardstanding and a small pond. The surrounding area comprises of industrial uses and depots as well as Manchester vehicle pound and other surface car parks.

Manchester City Council Local Plan Policies Map (2017) identifies the site as being within the following relevant designations:

- East Manchester Sub Areas: Policy Numbers EM17 (Ardwick Yards and Kay Street)
- Central Manchester
- Inner Area
- Within the Manchester City Boundary

The sites is not located in a Conservation Area or has any listed building located on site or within the surrounding area. The site is located within Flood Zone 1 which translates to a low probability of flooding.

PLANNING HISTORY

A search of the Manchester City Council planning register returned the following results:

- **073660/FO/2004/N2** - Site compound in connection with construction of proposed train care facility including erection of temporary buildings and parking – Temporarily approved 2004.
- **059171/FU/NORTH2/00** - Use of vacant land as a salvage & breakers yard – Refused 2000.
- **050480/FO/CENTL2/96** - Formation of a recycling plant for construction materials involving screening, crushing and storage of waste hardcore materials – Appeal Dismissed 1997.

PLANNING POLICY CONTEXT

Planning decisions should be made in accordance with adopted national and local planning policies. As set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting position for any decision is the Development Plan, unless material considerations indicate otherwise. In the context of this application, the Development Plan comprises:

- Manchester City Council Core Strategy (July 2012)
- Proposals Maps
- Greater Manchester Joint Waste DPD (April 2012)
- Greater Manchester Joint Minerals DPD (April 2013)
- Supplementary Planning Documents
 - o Guide to development in Manchester (April 2007)

In terms of material considerations relevant to this application, the National Planning Policy Framework (NPPF 2023) is also reviewed. Appendix 1 of this letter provides a full summary of the national, regional, and local planning policies that are relevant when assessing this proposal.

DEVELOPMENT PROPOSAL

This proposal seeks the creation of a HGV lorry park and outdoor unmanned storage, however an end user is not known at this stage. The proposal will involve clearing shrub to the central hardstanding area which will be utilised as the HGV lorry park and outdoor unmanned storage. The application will seek to maintain the surrounding perimeter shrubs and trees to act as natural screening and maintain the natural boundary. The proposal will refurbish the existing hardstanding with MOT type 1. New secured site entrance access gates are proposed at the existing vehicle bellmouth and pedestrian access, along with repairs to the existing palisade fence at the boundary of the site. A full bellmouth reconstruction will take place to facilitate appropriate vehicular access.

DESIGN AND ACCESS STATEMENT

This Design and Access Statement has been prepared, on behalf of the Arch Company, and is submitted in support of a full planning application for:

'Creation of HGV lorry park (sui generis) and outdoor unmanned storage (B8) along with, boundary fencing,/ treatments access gates, low level external flood lighting and associated works for land off Rondin Road, Manchester, M12 6LL'

Access

Access to the site will be provided along Rondin Road via a newly formed access in the location of a historic gated access in the northwestern corner of the site. This access will be formed of a bellmouth measuring 7.3m wide with 6.0m radii. A visibility splay assessment has been completed to demonstrate that suitable visibility can be achieved, based on Manual for Streets (MfS) standards for a road subject to a 30mph speed limit.

New secured site entrance access gates are proposed within the location of the existing secondary pedestrian access gate. A footpath will be formed to access the carpark, with vegetation maintained at either side of the pathway.

Layout

There will be capacity for a maximum of 21 HGVs on-site at any one time and the outdoor unmanned storage will also be located on vacant parts of the hardstanding when not being utilised for HGV lorry parking. However as there is no end user the parking bays and or storage locations are not currently intended to be marked out at this stage.

Scale/ Appearance

The proposal is for a surface level HGV lorry park which will be screened from the surrounding areas by the retained perimeter shrubs and trees, which will maintain the natural boundary. The hardstanding will be refurbished with MOT type 1. The existing chain link fence will be repaired where required and the palisade fence on the boundary of Rondin Close will be replaced.

Summary

The proposal makes effective use of an underutilised highly sustainable urban site. The proposal will not cause any material impact to adjacent occupiers or future occupiers of the site. The proposal will deliver significant planning benefits to the area, not least in terms of the delivery of transport and storage infrastructure with no material environmental or highways impacts.

PLANNING CONSIDERATIONS

Conformity with the Development Plan

Section 70(2) of the Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that a local planning authority should determine planning applications in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The emphasis on 'plan-led' decision making is maintained in the Localism Act.

Furthermore, the NPPF maintains that there should be a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Accordingly, development proposals that accord with the development plan should be approved without delay.

In these terms, the following assessment demonstrates that the proposal is in accordance with the Development Plan. Thus, it must be acknowledged that the proposal is acceptable and supportable in planning terms.

Principle of Development

The principle of development for commercial development is established through the sites location within the East Manchester Sub Area: Ardwick Good Yard and the Central Manchester areas. The key Local Plan Policies linked to the sites designation are as follows, SP1 (Spatial Principles), EC1 (Employment and Economic Growth in Manchester), EC5 (East Manchester), EC8 (Central Manchester) and CC1 (City Centre and Fringe), which all seek to promote approximately 14ha – 85ha of employment land, with the majority of the provision being within Corridor (Manchester) within the Central Manchester Regeneration area and sub areas which are suitable for a mixture of commercial employment uses. In principle this policy supports the proposed development.

Furthermore Policy EC5 identifies that developments will be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.

The subject site is a vacant brownfield hardstanding with overgrown shrubbery located within East and Central Manchester (Policies EC5 and EC8) on Rondin Road which is within an existing employment area surrounded by established commercial and industrial uses. The development is for a HGV lorry park and outdoor unmanned storage which will redevelop the brownfield site, to provide a secure parking area and storage, which will take advantage of key transport infrastructure like Ashton Old Road. The development will support the economic growth of the City Centre through the transportation and outdoor storage infrastructure to Manchester and surrounding areas.

Overall the above principle of development is established through the sites location and the proposed use which will support the economic growth of the City Centre, thus the proposal is in accordance with the National, adopted Local Plan policies and SPD and the Council are encouraged to support this proposal.

Access and HGV Parking and Outdoor Unmanned Storage

A Transport Statement has been prepared by Paul Basham Associates Ltd and is submitted in support of this application. Access to the site will be provided along Rondin Road via a newly formed access in the location of a historic gated access in the northwestern corner of the site. This access will be formed of a bellmouth measuring 7.3m wide with 6.0m radii. A visibility splay assessment has been completed to demonstrate that suitable visibility can be achieved, based on Manual for Streets (MfS) standards for a road subject to a 30mph speed limit.

There will be capacity on-site for a maximum of 21 HGVs at any one time. The parking bays will not be delineated but all HGVs will be guided to the northern or southern side of the site by an on-site manager when parking, to avoid obstructing other HGVs when arriving or departing. A vehicle tracking assessment of a 16.5m articulated vehicle, the largest vehicle expected to access the site, has been completed at the site access and internally.

The highway impact of the proposed development has been assessed through a first principles approach. The end user is not known but a reasonable worst-case scenario being that there would be 21 vehicle trips (arrivals and/or departures) anticipated within a given hour.

The outdoor unmanned storage will also be located on vacant parts of the hardstanding when not being utilised for HGV lorry parking. As the outdoor storage will be unmanned, no staff will be on-site and therefore staff parking is not required.

The National Planning Policy Framework (NPPF) (December 2023) states in paragraph 115 that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. On the basis of the above, it is not considered that the development would result in a severe impact on the operation of the local road network.

ENVIRONMENTAL CONSIDERATION

Ecology

A Preliminary Ecological Appraisal has been undertaken by Arbtech dated August 2023, and concludes that there is very limited habitats to support protected species. The proposal will seek to clear the central hardstanding area to be utilised as the HGV park and outdoor unmanned storage will seek to maintain the surrounding overgrown shrubs and trees to maintain natural screening. Overall there will be minimal impact on the natural environment.

Air Quality

Policy EN16 identifies that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

At this stage the end users and the operation and frequency of the usage of the HGV lorry park and outdoor unmanned storage is unknown. However, measures to minimise and mitigate air quality impacts from the development will be utilised and incorporated where feasible.

Flood Risk

The sites fall entirely within Flood Zone 1 which translates to a low probability of flooding from rivers, seas and surface water. The proposal is for the creation of a HGV lorry park and outdoor unmanned storage which will free-drain within the new MOT 1 surface. There will not be a material impact on the flooding risk to the surrounding area.

Security

The proposal will provide a secure HGV lorry park and outdoor unmanned storage which will incorporate a new secured site entrance access gates, along with part of the existing chain link fence to be repaired where required and the palisade fence of approximately 2.4 m on the boundary of Rondin Close will be replaced. The proposal will maintain the natural perimeter boundary which will further add the security of the site. A Crime Impact Statement has been commissioned by the applicant and will follow once completed by Greater Manchester Police.

CONCLUSIONS

In summary, it is considered that the proposals constitutes appropriate development at the site and should therefore be supported for the following reasons:

- The proposal will develop an existing vacant brownfield site for HGV lorry park (sui generis) and outdoor unmanned storage (B8).
- The proposals is set within an existing industrial/ commercial area with similar uses located adjacent to the site.
- The proposal will provide support the economic growth of the City Centre through providing transportation and outdoor storage infrastructure to Manchester and surrounding areas.
- The proposal will take advantage of key transport infrastructure such as Ashton Old Road.
- The proposal will seek to limit its impact on local air quality and incorporate measures to minimis and mitigate air quality impact where feasible.
- All other development management considerations have been satisfied, and can if necessary be appropriately mitigated, as confirmed by the accompanying reports submitted as part of the application. The proposal is therefore acceptable in all planning aspects.
- The proposal is in accordance with national and local policy and as such planning permission should be approved without delay in accordance with paragraph 11 of the NPPF.

In light of the above, the proposal has been demonstrated to be consistent with the relevant planning policies and guidance at national, regional and local level and should be considered acceptable. There are no material considerations which would depart from planning permission being approved without delay.

If you require any further information regarding the proposals, please do not hesitate to contact me.

Yours faithfully,

Abraham Laker
Abraham Laker (Jan 17, 2024 10:55 GMT)

Abraham Laker
BA (Hons) MA FRTPI FRSA
Associate Partner

APPENDIX 1: PLANNING POLICY

The following national, regional, and local policies summarised below are considered relevant when assessing this proposal:

National Planning Policy Framework (2023)

The NPPF sets out the Government's planning policies for England and how these should be applied. In this context, the NPPF is a material consideration in planning decisions. The sections of the NPPF particularly relevant to this application are reviewed below.

Section 4: Decision Making, highlights within paragraph 38 requires Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social, and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Section 6: Building a strong, competitive economy, identifies that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

Paragraph 87, states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

Section 9: Promoting sustainable transport, seeks opportunities to maximise sustainable transport solutions such as walking, cycling and use of public transport.

Section 11: Making effective use of land, planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12: Achieving well-designed and beautiful places, encourages the creation of high quality, beautiful and sustainable 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.

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

Section 15: Conserving and enhancing the natural environment, states that planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Manchester City Council Core Strategy (2012)

The Core Strategy (2012) policies relevant to the proposed development are as follows.

- **Policy SP 1 Spatial Principles**, identifies that the key spatial principles which will guide the strategic development of Manchester to 2027 are: The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- **Policy EC 1 Employment and Economic Growth in Manchester** identifies that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).
- **Policy CC 1 Primary Economic Development Focus: City Centre and Fringe** highlights that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development. Within the City Centre 46 8 Objective 2 Economy and City Centre Manchester City Council | Manchester Core Strategy 2012 to 2027 and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes.
- New, and the enhancement of existing, infrastructure provision which supports the agglomeration role of the City Centre and Fringe will be supported. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies.
- Developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.
- **Policy CC 8 Change and Renewal** identifies that the City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported. The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.

- **Policy EC 5 East Manchester** states that East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre, specifically:
 - o Central Park (see policy EC6), B1, B2;
 - o Eastlands (see policy EC7), a major leisure visitor destination with ancillary retail and offices.
 - o City Centre Fringe (see policy CC1) along Great Ancoats Street, providing an extension to City Centre employment opportunities;

Development will also be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.

- The Council will promote development which:
 - o 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.
- **Paragraph 8.66** highlights that the wide scale regeneration in East Manchester particularly at the neighbourhood level has led to the relocation of businesses which are incompatible with residential and vibrant neighbourhoods. Ardwick Goods Yard will continue to be important for relocated businesses and to assist wider regeneration objectives.
- **Policy EC 8 Central Manchester** states that Central Manchester is expected to provide approximately 14ha of employment land. The majority of this provision will be provided within: 1. The Corridor (Manchester) within the Central Manchester Regeneration Area is suitable for office, research and development, light industrial, general industrial, education and health. This area overlaps with the City Centre boundary and should be in line with CC1 and C1.
- **Policy EN 9 Adaption to Climate Change** states that 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.
- **Policy EN 14 Flood Risk** states that In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
- **Policy EN 16 Air Quality** identifies that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.
- **Policy EN 18 Contaminated Land and Ground Stability** states that the Council will give priority for the remediation of contaminated land to strategic locations as identified within this document.
- **Policy DM 1 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:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques storage and collection

Supplementary Planning Guidance

Guide to development in Manchester (April 2007)

This SPD seeks to create a more attractive, more accessible and useable City for Manchester people, and we have the confidence to set standards. We are an ambitious city aiming to be the greenest, most inclusive, most accessible city in the UK