MANCHESTER CITY COUNCIL

# Planning

## Growth & Development

## Delegated officer report for planning application

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| **Application no.** | 138384/FO/2023 |
| **Date registered valid:** | 23 October 2023 |
| **Proposal:** | Erection of two storey office building (Class E) and associated landscaping |
| **Address:** | Newton Heath Train Maintenance Depot, Dean Lane, Manchester, M40 3AB |
| **Ward(s):** | Miles Platting & Newton Heath Ward |
| **Applicant:** | Mr Gary Thompson, Northern Trains Limited |
| **Agent (if any):** | Ms Ioana Simion, Ridge and Partners LLP |
| **Case officer:** | Janine Renshaw-Livesey<br>Tel: 0161 234 4555<br>Email: janine.renshaw-livesey@manchester.gov.uk |
| **Recommendation:** | Approve |
| **Date of recommendation:** | 24 January 2024 |

**Application details**

**Type of application:** Full Application Consent

**Development type:** Minor Office

**Date of site visit:** 29 November 2024

**Standard consultations:**
Printed: 31 October 2023 Expired: 21 November 2023

**Neighbour notifications**
Printed: 31 October 2023 Expired: 21 November 2023

**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 Site/Area**

The application site is located off St Mary's Road and is part of the wider Newton Heath Train Maintenance Depot site. The site is partly currently occupied by modular containers and hardstanding.

It sits opposite a petrol station to the North and is bordered by a wastewater treatment plant to the South. A metal fence with a vehicular access gate runs along the East side and separates the site from St Mary's Road and Moston Brook.

The area is characterised by residential buildings of varying brick and render designs. Public spaces are generally of poor quality and lacking legibility for pedestrians, however there are some modest pockets of green space and significant tree-planted areas.

**Description of Development**

Erection of two storey office building (Class E) and associated landscaping.

**Consultations & Notification Responses**

The occupiers of the surrounding properties were consulted and no representations were received.

**Environmental Health** - recommended conditions relating to constructing hours, delivery hours, hours of operation, plant and equipment, air quality and contaminated land be added to the consent.

**The Highways Team**-Raised no objections to the proposal and recommended informatives relating to highways work licences, be added to the consent.

**The Flood Team**-Recommended a drainage condition be added to the consent.

**Greater Manchester Police**- Recommended security measures to be incorporated into the scheme and an informative be added to the consent.

**United Utilities**- recommended a drainage condition be attached to the consent.

**Issues**

POLICY

UNITARY DEVELOPMENT PLAN SAVED POLICIES

E3.3 The council will upgrade the appearance of the city's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

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 the new development proposals which are likely to be generators of noise and
b) the implications of new development being exposed to exiting noise sources which are effectively outside planning control

National Planning Policy Framework

Sets out the Government's Planning Policies for England and how these are expected to be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that the planning system should perform:
o An economic role - contributing to build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure;
o A social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and supports its health, social and cultural well-being; and

o An environmental role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy

Pursuing sustainable developments involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):
- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure, and
- widening the choice of high quality homes.

There should be a presumption in favour of sustainable development and plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

Local Development Framework Core Strategy Development Plan Document (Adopted 11 July 2012)
Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-
- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

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.

Policy DM 1 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 and 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.

Policy EC 4 - North Manchester

North Manchester is expected to provide approximately 14ha of employment land. The key development opportunity in the area is:
1. City Centre Fringe suitable for office (B1a) led mixed use development:
o Strangeways
o Collyhurst

2. Significant existing employment and economic development is found in:

Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution Collyhurst, north of City Centre Fringe, an area with a number of major employers Cheetham offering cultural facilities, such as museums Manchester Fort Retail Park North Manchester Business Park

3. The district centres of Harpurhey and Cheetham offer opportunities for mixed use proposals for small businesses providing local employment opportunities.

The Council will promote development which has had regard to:
The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes; Metrolink and proposed extension and new stops.

Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford.
The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.

Policy EN 17 - Water Quality

With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:
o Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological.
o Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses.
o Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site.
o Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

**Issues**

**Principle**

The principle of the erection of a two-storey building to form offices in Newton Heath is considered to be acceptable, when there is a need for additional capacity for a medium sized office building to improve facilities at an established employer within the area. The proposal lies outside Newton Heath District Centre and lies within an area with a mixture of uses. The development has some architectural merit, and all new development should be of a high quality and inclusive design, in order to improve the character and quality of the Newton Heath area which this proposal des and it also provides significant opportunities for new housing and smaller scale employment sites. Therefore, the proposal in terms of its use and appearance is considered to be acceptable and is consistent with Policy C4 East Manchester District Centres

**The proposed use and residential amenity** - The office use is considered to be acceptable as it is felt it would not adversely affect amenity within the area and would complement the variety of commercial, industrial and residential uses that are already present. The development is situated away from residential uses and assimilate swell into the immediate area. Furthermore, the hours of operation will be conditioned as part of the proposal. Therefore, the proposal would not cause a loss of amenity, pursuant to Core Strategy policies SP1 and DM1.

**Scale and Massing-** Considerations have been taken in relation to heights and overall massing. The proposal has directly responded to the height of the neighbouring residential area in principle, and the building has been set back from the main road to allow for a green buffer alongside the boundary. In addition, all boundaries are to be landscaped to provide a buffer, where possible trees will provide further screening between the proposed development and the immediate buildings surrounding the site.

The topography of the site is relatively flat and has not been a determining factor in terms of building mass or heights. Site constraints have been used to compose the floor plans, which in turn have been used to drive the mass and scale of the proposal. The building has a flat roof to reduce its impact on the skyline, provide a space for photovoltaic roof panels as well as support a contemporary design aesthetic. This is in direct reference to providing carefully considered views to this site.

**Design and external appearance** - The materiality comprises of traditional construction of local red brick, with metal louvres, glass and dark grey accents. There is a mix of solid elements and openings, which creates balance.

There is a certain rhythm dictated by function and orientation, visible on all elevations and defined by a standard module dictated by a set length - this is equivalent to one louvre/window/opaque panel in width. The South and East elevations have smaller windows to filter out the sun and offer more privacy as they are street-facing, while the West elevation has full height windows for more light and views towards the Train Care centre and the proposed landscaped area. The spacing between the glazed panels, repetitive louvres and red brick create a subtle rhythm. Moreover, reusing the same or similar elements throughout the design give the proposal a sense of consistency and unity.

**Car parking and traffic considerations** --The applicant has confirmed that there will be no increase in staff/visitor numbers and that all associated parking will be contained on site. It is accepted that there are no highway safety or capacity concerns.

Highways recommends continual monitoring of parking demands that maybe generated on the highway network. Sustainable travel to and from the site should be fully endorsed for both staff and visitors to the site.

The existing, gated, vehicular access point from St Marys Road requires a dropped kerb for access. Should the planning application be approved, the applicant will be required to enter into a Section 184 vehicle crossing licence/agreement and a informative as been tote consent.

There is adequate path and pedestrian access dimensions for the site on the proposed site plan No. 010004 P2 and safe and secure cycle parking can be accessed on site, this is acceptable to Highways.

**Crime and Security** - Greater Manchester Police are supportive of the proposed development subject security measure be incorporated into the scheme, to reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

**Sustainability -** A condition of an environmental statement will be placed on the approval regarding the development to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework. Furthermore, environmental health requested an air quality condition be added to the consent to secure a reduction in air pollution from traffic or other sources in order to protect

existing and future occupants from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

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

**Human Rights Act 1998 considerations**
This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation:** Approve

**Article 35 Declaration**

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

**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:

010001 P1
010002 P1

010004 P1
010005 P1
010006 P1
010007 P1
010008 P1
010009 P1
010004 P2

The Design and Access Statement, The Drainage Document by Ridge, The Waste Manager Proforma and the Destination Green Waste Document, stamped as received on the 23 October 2023.

The Letter from Ridge and Partners LLP and 010004-P2, stamped as received on the 11 December 2023.

Flood Information 0500 P1, 0501 P1, 0502 P1, stamped as received on the 8 January 2024.

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.

3) Prior to the occupation of the development samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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

4) Prior to the first occupation of the development the hours of operation are to be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall be the agreed hours for the duration of the development.

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 Core Strategy.

5) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason- To safeguard the amenities of the occupiers of the building and/or occupiers of nearby properties pursuant to policy DM1 of the City of Manchester Core Strategy and saved Unitary Development Plan Policy DC26.

6) The waste management arrangements shall be carried out in accordance with Waste Management Strategy and the Destination Green Waste Document, stamped as received by the City Council, as Local Planning Authority, on the 23 October 2023. The approved scheme shall be implemented prior to the first occupation of the building and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

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

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

8) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

b) When the development within each phase 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 in each phase 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 EN18 of the Unitary Development Plan for the City of Manchester.

9) a) Prior to commencement of the development, an air quality impact exposure assessment together with mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

10) Notwithstanding the submitted details, the development hereby approved shall not be occupied until a plan indicating the positions, design, materials, and type of all boundary treatment (including gates) to be erected, has been submitted to and approved in writing by the City Council as Local Planning Authority. The boundary treatment shall be completed before the development hereby approved 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 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 Core Strategy.

11) Prior to occupation of the development a hard and soft landscaping treatment scheme (including details of boundary treatment) shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme 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, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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 Core Strategy.

12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the development shall not be used for any purpose other than the purpose(s) of part (g)(i) of Class E (offices to carry out any operational or administration purposes) of the Schedule to 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 - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1.

13) Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
(v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

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 promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN14 and EN17 of the Core Strategy.

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

i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six  months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

15) The cycle storage arrangements, shall be carried out in accordance with the letter from Ridge and Partners LLP, stamped as received by the City Council, as Local Planning Authority,

on the 6 December 2023. The approved scheme shall be implemented prior to the first occupation of the building and shall remain in situ whilst the use or development is in operation.

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 Core Strategy.

16) The development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:
o Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
o Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice.
o Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
o For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.
o Surface water should be restricted to a rate of up to 5 l/s.
o Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.
o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.
o Hydraulic calculations to support the drainage proposal.
o Details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy.

17) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

**Informatives**

1) Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

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

2) The ground floor doors are certified to a burglary resistant standard (i.e. BS PAS 24) and that the building is covered with an alarm system.

3) The applicant will be required to enter into a Section 184 vehicle crossing licence/agreement. This will require discussion and agreement with MCC Highways, this will be funded at the applicant's expense. A dropped crossing application can be processed via the following online link: https://www.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerbnd_pavements. The applicant may wish to consider a H-Bar marking to protect the

4) Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway. 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 highwaynetworkmanagement@manchester.gov.uk

**Appendix 1 – List of consultees & neighbours notified**

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Texaco Service Station, 55 St Mary's Road, Manchester, M40 3AR
Talbot House Support Centre, 1 High Peak Street, Manchester, M40 3AT
Flat 2, 6 High Peak Street, Manchester, M40 3AJ
Flat 1, 6 High Peak Street, Manchester, M40 3AJ
Railway Hotel, 82 Dean Lane, Manchester, M40 3AE
4 High Peak Street, Manchester, M40 3AJ

**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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA