MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137572/JO/2023
Date registered valid:	17 July 2023
Proposal:	Variation of conditions 2 (specified plans), 7 (car parking), 8 (EV charging points), 11 (materials), 15 (external lighting), 18 (waste management) and 23 (landscaping) attached to planning permission referenced 130127/VO/2021 to enable the reconfiguration of the parking layout, together with revisions to lighting, landscaping and waste management arrangements, following the removal of the Gritter Garage and Salt Barn from the approved scheme. Elevational alterations to the existing former loco shed are proposed.
Address:	Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
Ward(s):	Gorton & Abbey Hey Ward
Applicant:	Anna Lucas, Manchester City Council
Agent (if any):	Mr Andrew Thompson Fletcher-Rae
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve

Date of recommendation: 11th September 2023

Application details

Type of application: Variation or Removal of Condition

Development type: Major Other

Standard consultations:
Printed: 26 July 2023 Expired: 16 August 2023

Neighbour notifications
Printed: 26 July 2023 Expired: 16 August 2023

Site notice
Posted: 1 August 2023 Expired: 22 August 2023

Press advert
Published: 1 August 2023 Expired: 15 August 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site by bounded Hammerstone Road to the east, Gorton Lane to the south, Preston Street to the west and the Manchester to Glossop rail line to the north. The site is accessed form Hammerstone Road. The site is an operational Council depot, with the existing buildings currently providing accommodation for Council Services.
The site covers an area of 3.8 hectares and comprises a former loco shed a double height non designated heritage asset which forms the western boundary to Preston Street. There are other buildings on the site which are predominantly located along the eastern boundary, with other blocks to the south western corner of the site at the junction of Preston Street and Gorton Lane.
The main access is from Hammerstone Road in proximity to the existing gate house, with an existing egress slightly to the north of the main access, and with an existing secondary access from Hammerstone Road further to the north east.
The southern section of the site lies at a different ground level than Gorton Lane, with a brick boundary wall treatment forming a retaining structure to this frontage of the site.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Planning History

063307/VO/NORTH2/01 - CITY COUNCIL DEVELOPMENT Retrospective application for modular office accommodation for a temporary period of 3 years
Operational Services Depot, Hammerstone Road, Gorton
Approved 23.11.2001

076510/FO/2005/N2 - Erection of 22.5 metre high telecommunications monopole including 3 no. antennas, associated ancillary equipment, and 2.4 metre high palisade fencing

Hammerstone Road Depot Hammerstone Road
Approved 20.09.2005

080315/VO/2006/N2 - CITY COUNCIL DEVELOPMENT Erection of new entrance gates and alteration to building to create disabled persons access ramp and creation of disabled persons parking spaces.
Manchester City Council , Hammerstone Road.
Approved 09.11.2006

128853/VO/2020 - CITY COUNCIL DEVELOPMENT Erection of two storey office and welfare accommodation (Class E) for a temporary period of 3 years
Hammerstone Road Depot .1 Hammerstone Road.
Approved 14.01.2021

130127/VO/2021 -CITY COUNCIL DEVELOPMENT: Refurbishment and reconfiguration of the existing loco shed to include office, storage, and workshop accommodation; demolition of existing ancillary buildings; erection of a new gatehouse; reconfiguration of existing parking areas; creation of a 'Winter Maintenance' area including a commercial vehicle parking garage with associated office & welfare accommodation and a grit/salt storage barn; creation of vehicle wash-down area; refurbishment of the existing vehicle refuelling area; and restoration and enhancement of the memorial garden.
1 Hammerstone Road.
Approved 03.12.2021

Background

Manchester City Council has 3 depot sites located within the North and East of the City and which to varying degrees will form part of this scheme. Many of the operational services that work across these sites are involved in the up keep and maintenance of the city's roads, parks and public places. Indicative plans for the route of HS2 suggest that the Hooper Street depot is within the area identified as being affected by the proposed route, and the Hammerstone Road Depot site has been identified as the preferred site to host all of those services.

Description of area

The surrounding buildings are of warehousing/industrial uses and vary in height and condition. The predominant use of the buildings across the surrounding area are Cemex Concrete plant to the west, Iceland Food Manufacturing to the east, New Smithfield wholesale market beyond the rail line to the north, with taxi and car repair garages, and industrial and warehousing units further to the east. The south of Gorton Lane is predominantly residential in nature with a large care facility set in grounds lying opposite the site, and a large area of open space on Taylor Street to the southwest of the site.

Description of previously development

Planning permission was previously approved for the refurbishment and reconfiguration of the existing loco shed to include office, storage, and workshop accommodation; demolition of existing ancillary buildings; erection of a new gatehouse; reconfiguration of existing parking areas; creation of a 'Winter Maintenance' area including a commercial vehicle parking garage with associated office & welfare accommodation and a grit/salt storage barn; creation of vehicle wash-down area; refurbishment of the existing vehicle refuelling area; and relocation, restoration of the memorial garden.

The existing buildings comprised a total of 15,260sq.m of floorspace, the previously approved development involved the demolition of 5,030 sq.m of floorspace, and subsequent provision of 11,693sq.m of new floor areas. As such the approved scheme involved a loss of 3,567 sq.m of floor space at the site.

The buildings and structures to be demolished included the Coca Cola building within the east of the site, three outbuildings and a welfare building within the southern area of the site, two single storey extensions to the eastern elevation of the retained loco shed used as office space, the removal of three modular cabins, a raised vehicle wash and screen and 4 wash down areas.

The existing loco shed was to be refurbished to provide office accommodation, meeting rooms and storage facilities for Manchester City Council (MCC) at the southern end of the building, with office and workshop accommodation for Biffa, and a bin store for MCC at the northern end of the building. There was an area of floorspace which lay between the allocations to Biffa and Manchester City Council, which it was understood would be sub let in the future. A new staircase was proposed to the northern elevation of the main section of the retained loco shed to provide access to main the roof.
A gritter garage with ancillary office and toilet facilities was proposed, together with an associated grit and salt storage barn (with a 5000 Ton capacity), car parking spaces, and 4 of the overall provision of cycle spaces forming the winter maintenance area in the north eastern corner of the site. The existing access from Hammerstone Road to this part of the wider depot site was be brought into use to serve this facility with some alterations. The previously approved garage was a single storey, double height structure clad in Kingspan Goosewing Grey cladding, incorporating 5 dark grey roller shutter access doors with recessed boxes.

A vehicle wash down area was proposed to the south of the grit and salt storage barn which comprised 6m high screens goosewing grey Kingspan cladding, incorporating clear polycarbonate infill sheets to three sides, with an open frontage forming the other façade. A wash down pit and associated ramps was to form part of this facility.
To the west of the proposed vehicle wash down area, a refuelling area was indicated which involved retaining the existing fuel tank in its current location, but also included the provision of a new blue tank and pump, and replacement fuel pumps.
The approved scheme was supported by 314 car parking spaces (including 13 no. disabled parking bays) with 32 of the spaces having electric vehicle charging points. In addition, 59 spaces for refuse collection vehicles (20 of which were to have electric vehicle charging points), together with covered cycle storage for 44 bicycles (which were to be located to the west of the proposed building for use by staff and visitors).
The approved scheme did not make any changes to the existing access and egress points from Hammerstone Road. A new single storey gatehouse was proposed to be located between the main access and egress in the south eastern corner of the site.
The approved scheme involved the removal of upper section of the brick wall to Gorton Lane, with the refurbishment and retention of the lower section of the existing wall, which was to be finished with new copings. A further 2.4m dark green weld mesh fencing was proposed be located to the rear of the retained wall along this frontage. These boundary treatment works have been implemented.
The hours of operation at the site are 24 hours a day/seven days a week. The approved development did not change the existing hours of working.
In additional to the above works, the approved scheme involved the relocation of existing memorial garden slightly further to the north of the existing location on east side of the site adjacent to Hammerstone Road. The approved memorial garden included the provision of benches, paving and a low hedge to the perimeter.

The scheme would lead to the retention of 335 full time jobs

The industrial operation of the site on a 24hour 7 days a week basis would be as existing.

Description of changes being sought

The changes to condition nos. 2 (Specified plans); no.7 (Car parking); no.8 (EV charging points); no.18 (Waste Management Strategy) and no.23 (Hard and soft landscaping) relates to the revision of the previously approved site layout plan to show the omission of the Gritter Garage and Salt Barn and associated reconfiguration of the parking arrangements.
The materials condition no.11 is proposed to be revision to omit reference to the materials used in the external elevations of the Gritter Garage and Salt Barn. The external lighting (condition no.15) scheme has been revised to respond to the reconfigured parking areas.

The schedule of revisions is set out below.

Revision A – Winter maintenance Area omitted, including Gritter Garage and Salt Barn
Revision B – Area within main former Loco Shed which was to be sublet omitted from within the Loco Shed, and the MCC storage area extended to include the entirety of this area.
Revision C - Substation Doors (ref XD.02) added on the proposed GA South Elevation to serve the new internal sub-station
Revision D - Street Level fire escapes omitted from the Preston Street elevation
Revision E - Break in panels added on the Preston Street elevation for Fire Rescue Service usage
Revision F - Roof drainage changed from a gravity to a siphonic system, external rainwater pipes omitted from GL's A&G
Revision G - Washdown Area relocated and re-configured
Revision H - Roof access walkway routes updated
Revision J - Extent of proposed rooflight's reduced to allow for future PV installation
Revision K - Site wide drainage strategy revised and rainwater harvesting added
Revision L - Staff / commercial vehicle parking layouts amended to retain the existing internal access road adjacent to the Coca Cola Building.
Revision M - Proposed refuel area omitted and existing refuel pumps and tank to be retained
Revision N - Existing hard standing surfaces to be retained where possible with localised repairs where necessary
Revision O - Tree planting configuration amended (approved quantity retained)
Revision P - Existing retaining wall between upper and lower car parks retained, minor amendments to lower car park layout as a consequence
Revision Q - External Lighting layouts amended to reflect changes to the external layout
Revision R - Proposed lighting column and head colour change from approved mid-grey RAL 7046 to alternative similar shade of grey
Revision S - Paint removal process
Revision T - External Condenser Compounds added
Revision U - Footpath finishes changed from paving to macadam
Revision V - Islands omitted between RCV parking spaces
Revision W - Demolition of above ground elements of the Coca Cola Building only
Revision X - Existing incoming water & gas enclosures noted in the lower carpark

Consultations & Notification Responses
Due to the original scheme being classified as major development the variation of condition application has been advertised on site and in the press on 1st August 2023.

Local Residents and Local Businesses – No comments received.

Network Rail – originally sent a railway specific advice notice to LPAs/Developers stating that

whilst Network Rail (NR) is submitting responses via the planning application process, it should be born in mind by the LPA/developer that the operational railway presents risks/issues that are different/unique to the risks posed by works taking place adjacent to non-railway undertaker land. Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The LPA/developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal.

Network Rail has the following comments on the variation / discharge of conditions.

Network Rail town planning cannot variation/discharge the conditions. This proposal –as per the original response – will require an interface with Network Rail due to the proximity of works to the existing operational railway boundary.

Following a copy of the BAPA being sent to Network Rail

Updated comments 03.08.2023
No further comments from Network Rail town planning; there is a live BAPA in place with continued ASPRO attendance provided to manage the associated interfaces.

Flood Risk Management – sought clarification on the Existing vs Proposed GA Plan, and requested a demolition plan**,** on the basis that the LLFA do not approve any build overs on culverted watercourses and applicants must maintain appropriate easements,
They also sought clarity on Roof Access Stairs construction, requesting foundation plans to be provided on the basis of a potential clash between stair structure and culvert structure.
They also advised that:
• Hydraulic calculations do not coincide with drainage plan.
• Finalised proposed drainage catchment plan to be provided.
• Proposed Impermeable Plan to be updated - Hatches and legend do not match.
• Clarity on Hydraulic calcs. (Difference between MicroDrainage and Causeway calcs)
• Culvert feasibility study to be provided.

On this basis they recommended conditions to require the submission of a surface water drainage scheme, and details of the implementation, maintenance and management of the sustainable drainage scheme.

Aboricultural Officer - Given the limited soft landscaping opportunities on this site, they have no objection to the proposed planting plan.

Greater Manchester Ecology Unit – No comments received.

GMEU – No comments received.

Environment Agency – Have no comments.

United Utilities – No comments received.

Environmental Heath – 11.08.2023
The submitted information shows 'proposed external condenser compounds' and as such further information is sought, as a noise condition in respect of external plan may be required.

Design for Security -– No comments received.

GMAAS - are satisfied that the proposed condition variations have no archaeological implications, which are otherwise secured via Condition 19.

Highways Services – have advised that they have no objections in principle to the proposal for variation of Condition 2 (Approved Drawings), Condition 7 (Car parking), Condition 8 (EV charging points), Condition 11 (materials), Condition 15 (external lighting), and Condition 18 (waste management).

Issues
Policy Context
NPPF (July 2021)
The NPPF sets out the Government's planning policies and how these are expected to be applied. At
Paragraph 7 it confirms that the purpose of the planning system is to contribute to sustainable development.
At Paragraph 8, it identifies three overarching objectives to sustainable development:
- Economic: building a strong, responsive and competitive economy;
- Social: supporting strong, vibrant and healthy communities; and
- Environmental: protecting and enhancing the natural environment and built and historic environment.
Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework.
Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up-to-date development plan without delay."
Of particular relevance to this application is Section 6 of the NPPF - Building a strong, competitive economy. Paragraph 81 sets out how;
"Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be places on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."
Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles. Paragraph 111 states that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
Section 11 of the NPPF Paragraph 119 states that planning policies and decision 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.
Paragraph 120 states that planning decisions should promote and support the development of under-utilised land and buildings.
Paragraph 126 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. In terms of decision making, the NPPF guides Local Planning Authorities to approve, where possible, proposals for sustainable

developments.
In Section 15 paragraph 174 recognises that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution of land instability, and where appropriate, remediating derelict and contaminated land.
The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.
There are a number of relevant polices within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.
Policies SP1 (Spatial Principles) , EC1 (Employment and Economic Growth in Manchester), EC2(Existing Employment Space), EC5 (East Manchester), T2(Accessible Areas of Opportunity and Need) , EN3 (Heritage), EN 14(Flood Risk) , EN15 (Biodiversity and Geological Conservation), EN18 (Contaminated Land and Ground Stability), EN19 (Waste) and DM1 (Development Management).
Saved Policies within the Unitary Development Plan for the City of Manchester (1995)
The UDP is contained within the City Council's Local Development Scheme as a 'saved' document. The policy that is of relevance to this proposal is Policy DC26(Noise)
However, saved Policy AB9 relates to land to the west of Preston Street (which lies directly to the west of the application site) is allocated for economic development, specifically focused on industrial uses .
Other documents that are considered to a material consideration for the purposes of determining the planning application include:
• Guide to Development in Manchester Supplementary Planning Document (2017)
• Our People, Our Place – The Greater Manchester Strategy (2016)
• Manchester Industrial Strategy: Developing a more inclusive economy (2019)
• The Greater Manchester 2040 Transport Strategy (February 2017)
• Manchester Climate Change Framework (2020-2025)
• Powering Recovery: Manchester’s Recovery and Investment Plan (2020)

Issues
Principle of Use
The site is situated in a predominantly commercial/industrial area to the north of Gorton Lane in Gorton. The application site comprises an existing Council depot site.
The proposed development would involve the refurbishment of the Hammerstone Road depot to enable the provision of high quality office, storage and workshop accommodation to support the delivery of Council services (MCC). The scheme represents a significant investment to secure the long term operational efficiency of the site to ensure a range of services can be delivered effectively to the local community. The refurbishment of the buildings and rationalisation of the external site areas will enable the facility to provide modern and suitable accommodation, improved site facilities and allowing the site to operate in a more efficient manner. Therefore, it is considered that the principle of the proposed use is acceptable in this location and accords with policy EC5 of the Core Strategy. The principle of the use of the site has been established thought earlier consents at the site.

Siting, Design and Scale
The proposals have been designed to reflect the necessary activities, which are intended to operate from the site, the surrounding businesses and in response to the comments made through the life of this planning application. The siting of the structures and buildings has been developed to address the functions which will take place within the site, with a new gatehouse

to be sited between the existing main access and egress to Hammerstone Road to the south of the existing access.

The eastern boundary adjoining Hammerstone Road would be landscaped to soften the appearance of the site onto this street, as previously approved. Existing boundary treatments to Hammerstone Street would be retained, and the existing wall to Gorton Lane has been reduced in height which would maintain a presence and activity to Hammerstone Road, in accordance with the earlier consent.
The proposed development would involve the retention and refurbishment of the locomotive shed, but would now omit the previously approved new garage for the gritters and an associated grit and salt barn, with an associated relocation and reconfiguration of the washdown area.
Due to the changes in levels within the site it is not considered that the proposed development would give rise to issues resulting from the proposed scale and mass of the structures, when viewed from Gorton Lane, and would not give rise to significant visual impacts in the immediate area. Furthermore, the proposed building would be set well back from the boundary with Hammerstone Road and the proposed new tree planting and relocated memorial garden would contribute to the reduction of the visual impact of the proposed building, and reduce the visual impacts of the proposed service area and associated parking areas.
The car parking and service areas would be retained in their current location, but would be reconfigured in terms of the layout of the spaces, so that the refuse collection vehicles would be located to the northern part of the site, with the car park located to the south near to the access from Hammerstone Road in accordance with the earlier consent. However, the proposed refuel area would now be omitted and the existing fuel pumps and tanks would be retained.
The refurbishment of the locomotive building would involve the use of matching brickwork to be used for repairs and the brickwork between the window openings to be introduced in the eastern elevation following the removal of the existing single storey extensions, with new windows frames being RAL 7021 black grey in colouration. The fire escape doors opening onto Preston Street have been omitted, with a fire escape ‘break in’ panel (RAL colour 7021) added at high level on the Preston Street elevation for fire rescue service usage.
The previously approved gatehouse comprises a detached brick building with a slate roof, which was considered to be a significant improvement in design terms, over the originally submitted modular scheme. The proposed gatehouse would create a focal point when entering the site. No changes are proposed to this aspect of the approved development.

A materials condition relating to the material schedule which has been submitted part of the previous approval, and which was considered to be appropriate for this predominantly industrial location, is proposed to be revised to reflect the omission of the Gritter Garage and the Salt Barn. Furthermore, it is proposed that the colouration of the lighting column and lanterns are revised from RAL 7046 to a similar mid grey colouration.

In addition, a substation door has been added to the structure at the junction of Preston Street and Gorton Lane, within which a new internal substation would be located. This work has already been implemented, but it is considered that the colouration should be revised to RAL 7021 to match the other door and window frame colouration at the site. It is proposed that this aspect of the scheme is conditioned.

The main site constraints are the active foul sewers and associated easements, which run across the application site, significant consideration was given to the location of this during the design process as part of the earlier consent to enable an appropriate location of the proposed built form within the site. It was considered that the proposed buildings and structures were sited and designed to provide an improved quality of built environment within the depot site and in the surrounding area in accordance with policies, SP1 and DM1 of the Core

Strategy. The proposed changes would omit the gritter garage and salt barn, which would not have any bearing on the existing drainage on this site in regard to adversely impacting on easements.

Heritage
Paragraph 197 of the NPPF states that the following should be taken into account when determining applications that affect heritage assets.
a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
The previously approved scheme involved the removal of two single storey extensions, and the repair and refurbishment of a non designated heritage asset. The approved works to the non designated heritage asset were considered to cause the lower end of less than substantial harm to the character of the locomotive shed, and would enable the provision of improved accommodation. It is considered that the omission of the street level fire escapes from the Preston Street elevation, and replacement with a fire escape break in panel (RAL colour 7021) added at high level on the Preston Street elevation would result in less than substantial harm to the character of the locomotive shed.
b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;
By allowing the repair and refurbishment works to the non designated heritage asset this will contributes to creating more sustainable place of employment, and help to ensure the on-going occupation of the premises.
c) the desirability of new development making a positive contribution to local character and distinctiveness.
The previously approved development was considered to be in keeping with the character of the locomotive shed by making a positive contribution to the character and distinctiveness and the proposed revisions to the previous consent are considered to be in keeping with the character of the building.
Paragraph 203 of the NPPF states, the effect of an application on the significance of a non designated heritage asset should be taken into account in determining the application.
In weighing applications that directly and indirectly affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
As stated above, it is considered that the previously approved works and the proposed revisions for which consent is now sought would have less than substantial harm on the character of the non designated heritage asset. The public benefits of the scheme are considered to outweigh any limited harm.
The previously approved scheme involved the removal of additions to the main locomotive shed which were considered to be acceptable on the basis of the submitted materials and design.
The demolition of some of the original outbuildings was raised with the planning agent as part of previously approved scheme, as some of these were built at the same time as the main locomotive shed, and there was evidence of the remains of the smaller ancillary buildings that supported the functions of the site and main building, which provided some built form context.
The loss of the linear out building number 2 was raised at that time as being of the most concern as this was on the boundary with Gorton Lane. However, account was taken of the condition report of the existing outbuildings and boundary wall along Gorton Lane undertaken by Curtin's (Southern Boundary Wall & Outbuildings Structural Appraisal), which recommended the demolition of Outbuilding nos. 2 and 3 due to their poor condition and a requirement for extensive remedial works to make good.
The report also contained analysis of the condition of the boundary wall to Gorton Lane and proposals to repair the structure. The wall was in a state of disrepair and posed a health & safety risk to pedestrians using the footpath along Gorton Lane and site operatives. The report recommended reducing the height of the wall to a maximum height of 2m and remedial works in the form of re-pointing, removal of vegetation and any blown bricks replaced to each

side of the wall.

In addition to the remedial works noted above the proposed lower car park layout was amended to reduce the ground pressure on the rear of the wall by introducing a batter down to the Gorton Lane pavement levels.

These works have subsequently been implemented , and no further changes are proposed to these aspects of the scheme.

Furthermore , a brief statement of intent was submitted by the planning agent relating to the reclamation and re-use of existing bricks as part of the previously approved scheme. In summary where the salvaged bricks were in good condition and were a good match with the existing as many as possible would be utilised in the repairs to the wall and the main Locomotive Shed.
The brickwork to be used in the elevations of the Locomotive Shed is Special Blend 741. It is understood that depending on how the bricks are made the colour can be controlled from light to dark allowing for a wide colour range to match the existing colour variations on the existing façade. When carrying out repairs or forming the new brick brickwork elements the new and reclaimed brickwork would be blended to allow the best possible consistency.
As part of the earlier approval , it was noted that whilst the proposed replacement of the original windows of the locomotive shed was regrettable as these have slim section small pane windows which add to the buildings character and interest, the existing windows were in a very poor condition and need to be replaced as their structural integrity is failing and they would not achieve the updated u-values which were being targeted without the use of secondary glazing which would make future maintenance more difficult. A Loco Shed Existing & Proposed Window Report was submitted for consideration which explored this matter in detail at that time. Following discussions, the scheme was revised in relation to the positioning of glazing bars so that they would be all located on the outer face of the proposed glazing. Furthermore, the proposed colouration of the window frames was revised to RAL 7021 which was considered to be more appropriate to the match to the character and heritage of the Locomotive Shed, and this aspect of the scheme was conditioned.

Gorton Monastery which has Grade II* listed status lies circa 600m to the west of the site . The retention of the existing locomotive shed on the western side of the site would effectively screen the proposed wash down area facility from the monastery . It is considered that the proposed development would give rise to less than substantial harm to any views of the listed building.
The Hammerstone Road depot is dominated by the former locomotive shed which comprises approximately10,000sq.m. floorspace which made up part of the former Gorton Foundry Locomotive Works operated by the Beyer Peacock Company. Whilst the locomotive shed does not have listed building status, it is considered to be a non designated heritage asset. As such, the retention and sympathetic refurbishment of the building is welcomed. The previously approved works involved the removal of more recently added single storey extensions to the eastern elevation, and outbuildings to the south of the former locomotive shed, and included the installation of windows in a similar configuration to those which existed at first floor level. These windows together with the repair of rooflights will allow natural light into the building.
The previously approved application was accompanied by a Heritage Statement which concluded that overall, the proposals will not alter the legibility and appreciation of the historic and architectural character of the Locomotive Shed or the legibility of its industrial function., and its significance will not be affected.

It is considered that the proposed revisions to the previously approved scheme would accord with the objectives of paragraph 197 of the NPPF and Core Strategy Policy EN3.

Landscaping/Trees

Policies EN9 and EN15 require that the natural environment is considered when there is potential for it. The application site is an existing employment site with sizable areas of hardstanding and has been considered as having limited ecological value. Due the nature of the operations carried out at the site, the proposed external finishes are predominantly hard landscaping.

An Arboricultural Impact Assessment accompanied the previously approved scheme which considered the impact of the proposed development on trees and set out outline mitigation measures, where appropriate, to minimise potential damage to trees which were to be retained. The assessment concluded that one group of trees (G13) located on adjacent land to the north of the site provided a reasonable addition to the local treescape and visual amenity value of the area. The remaining trees, however, were deemed to offer little to the local treescape and visual amenity value of the area.

There are no trees subject to a Tree Preservation Order and no veteran trees or ancient woodland located within the site.

The tree survey identified 7 individual trees, 3 groups of trees and 2 hedges on the site. Of these, 1 group was identified as retention category 'B', 4 trees, 2 groups and 2 hedges were identified as retention category 'C' and 3 trees were identified as category 'U'.

In order to facilitate the proposed development, it was necessary to remove G1, H2, T3, T4, H5, T6, G7, T8, T9 and T10, each of which were considered to be low value specimens which fall into retention category 'C'. Furthermore, G13 required pruning work to facilitate the development.

Whilst the previously approved development necessitated the removal of some trees within the site, the proposed planting scheme sought to mitigate tree losses, improve the visual benefits of the site and the surrounding area, and would improve the localised tree stock.

As the trees which were to be retained, were protected by an existing wall and no works were proposed which would impact on the root protection areas of any trees, it was not considered necessary to provide tree protection fencing for those trees.

The majority of the site comprised hard surfaced materials to formulate the vehicle parking and access routes, with a landscape strip introduced along the eastern boundary adjacent to Hammerstone Road, to create a buffer to the site and soften the external appearance of the depot. There are no changes proposed to these aspect of the approved scheme.

The previously approved site layout plan included the planting 22 new native trees, and the relocation of the existing memorial garden with the incorporation of a low hedging to the perimeter of the garden area. Through increased soft landscaping and planting, as shown on the approved site layout the proposals achieved a similar amount of planting to the existing circumstances. Due to the omission of the winter maintenance area and relocation of the washdown area, the locations for the planting of trees have been revised , but the numbers of trees to be planted remains the same. This is considered to be acceptable. However, as a detailed plan including species to be planted has not been submitted for consideration, it is proposed to attach a condition to require the submission of a detailed landscaping scheme.

There are, however, also measures to improve biodiversity of the site which were considered as part of the previously approved scheme .

The areas of soft landscaping to the external boundary with Hammerstone Road, would have the effect of reducing the impact of the proposed buildings and parking areas on the street scene and enhance the setting of the scheme, whilst contributing to surface water drainage by allowing percolation of water through the soft landscaped areas.

On the basis of the mitigation planting and the re-provision of planting association with the relocated memorial garden approved previously and the revised tree planting locations , it is considered that the proposed development would broadly accord with the NPPF and Core Strategy policies EN9 and EN15.

Highways Matters

Policies T2 and DM1 requires consideration to be given to the impacts of proposed development in terms of traffic generation and highways and parking requirement.
A Transport Assessment (TA) accompanied the previous application which concluded that the proposals were acceptable in regard to highways matters. The Transport Statement set out how the site was accessible to a range of local facilities by foot, cycle and public transport, with the surrounding area exhibiting good levels of pedestrian and cycling infrastructure, and with several public transport opportunities within reasonable walking distance in the form of bus services on Gorton Lane , Chapman Street and Hyde Road . Gorton Railway Station lies 1.1km to the east of the site.
In regards to traffic generation, the previously submitted Transport Assessment provided an assessment of the forecasted trip generation. Whilst the number of parking spaces within the site was to be increased, account was taken regarding the loss of existing floorspace as a result of the proposed demolition. The transport assessment indicated that the rationalised Hammerstone Road depot was likely to generate 205 two-way vehicular trips in the AM peak and 104 two-way trips in the PM peak. This represented an increase of 142 two-way vehicular trips in the AM peak and 53 two-way trips in the PM peak. The assessment concluded that the overall traffic impact of the proposed rationalisation of Hammerstone Road Depot would not be material and would not result in a severe residual impact . Furthermore, that following a review of road collision statistics, the Assessment confirmed that it was not considered that there was an existing safety issue that was likely to be exacerbated by the proposals.

Consent is now sought to reconfigure the parking arrangements for staff, and for the refuse collection vehicles. In regard to staff parking provision this would reduce the numbers of spaces previously approved from 314 spaces (13 space for disabled users and 32 with EV charging points) to 268 spaces (13 space for disabled users and 32 with EV charging points) . This scenario reflects the space currently used for the parking of vehicles within the site.

The area which was to be used for winter maintenance purposes whilst primarily being re-purposed as the washdown area, but would now accommodate spaces for the parking of refuse collection vehicles. As the area identified for the winter maintenance purposes is currently used for the parking of refuse collection vehicles, the uplift in numbers from the previously approved scheme is not expected to give adverse highway issues, given the existing provision on site.
The primary access point into the site remains in its current location from Hammerstone Road, together with the existing egress further north on Hammerstone Road to the north of the proposed gatehouse.

Tracking plans are provided in the Transport Statement as part of the previous approval showed how the site can be accessed by articulated vehicles and large refuse vehicles in additional to cars.
Therefore, for the reasons outlined above, the proposals are considered to be acceptable on highway and pedestrian safety grounds in accordance with policy DM1 and Paragraph 112 of the NPPF.

As part of the earlier approval, it was noted that the applicant was looking to pursue double yellow line parking restrictions (via a Traffic Regulation Order) on Hammerstone Road in proximity of the access points, to assist with both the construction and operational phases of the redeveloped Hammerstone Road Depot. A short Technical Note was submitted at that time to support the proposed Traffic Regulation Order to be read in conjunction with the Transport Assessment.
It was acknowledged that Hammerstone Road was subject to considerable levels of on-street parking on both sides of the carriageway, and there were concerns with respect to visibility at the priority junctions and cars/HGVs struggling to pass parked vehicles when travelling on

Hammerstone Road. An off-site highway works condition was therefore attached to the previously approved scheme, which enabled any changes to the existing access and egress arrangement be reviewed , if as a result of any potential traffic regulation orders the existing access and egress arrangement needs to revised in terms of their technical specifications. The trigger for this condition related to the erection of new buildings and parking and servicing areas of the development, and has not yet been triggered. It is therefore proposed that this condition be re-attached to any approval for the variation of condition application.

The proposed development is therefore considered to be consistent with paragraph 110 of the NPPF, Core Strategy Policies T1, and T2.

Car Parking

Paragraph 104 of the NPPF is clear that transport issues should be considered at the outset of development proposals to ensure potential impacts are addressed, but also to identify opportunities to promote walking, cycling and public transport use, as well as the adoption of new technology.

Core Strategy Policies T1 and T2 require new development to improve pedestrian routes and be easily accessible by walking, cycling and public transport. The NPPF generally echoes this policy position while stating that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development would be 'severe'.

The Greater Manchester 2040 Transport Strategy sets out the ambition to develop a high quality, fully integrated transport system for Greater Manchester, with travelling customers at its heart .

The existing site has 250 parking spaces, 4 spaces for disabled users and 8 cycle spaces. The proposed reconfiguration of the site will lead to an uplift in spaces with the provision of 268 parking spaces , including 13 spaces for disabled users and 44 cycle spaces , which is considered to be appropriate for this development and is in accordance with Core Strategy policies. The level of car parking is considered to be acceptable for this development and the provision of cycle parking is requested through an appropriately worded condition.

The internal layout of the site is designed to facilitate low speed traffic, with various traffic calming measures, and a one-way system for the refuse vehicle parking to reduce the likelihood of any collisions.

Landscaping

Whilst the memorial garden would remain as previously approved as part of the earlier consent , the loss of the gritter garage and salt barn have led to the reconfiguration of the site layout with associated minor revisions to the soft planting locations, in particular the locations of the tree planting . The number of trees to be planted remains the same (22 in total) , but their proposed locations takes account of the revised site layout.

Ecology/ Biodiversity

A Preliminary Ecological Appraisal accompanied the earlier approval, in order to assess the potential of the site to support protected habitats and species and species of conservation concern. In regard to protected species the appraisal confirmed that there is low risk of amphibian, reptile and badgers, with no presence of otters or water voles. However, the appraisal recommend that vegetation clearance and works on buildings on site should take place outside bird breeding seasons. A condition was therefore attached to the previous consent to require that any trees to be removed are removed outside the bird nesting season , unless the trees have been checked for the presence of nesting birds check by a suitably qualified ecologist up to 24 hrs before works commence, and confirmation has been submitted that no nesting birds are present. Although, works have commenced in relation to the refurbishment of the Loco Shed , it is recommended that this condition be attached to any approval , due to works to the memorial garden not having started.

In regard to invasive species, there is evidence of Wall Cotoneaster on the eastern border of

the site which will need to be removed prior to any works taking place in the vicinity . Anecdotal evidence of Japanese Knotweed has been reported (growing through palisade fencing in the northeastern corner of the site from adjacent land), but the Preliminary Ecological Appraisal confirms that this has been subject of treatment, but advises that if further evidence is found this should be chemically treated and disposed of off-site.
A Bat Survey was submitted with the earlier scheme and confirmed that the majority of buildings at the site were considered to be of 'negligible' suitability for roosting bats. Two buildings, the Main Depot Building and one ancillary building, were found to support some features of 'low' suitability for bats. Bat activity levels were identified as very low and the report confirmed that it was very unlikely the site is used by roosting bats. The survey also confirmed that the site is unlikely to support nesting birds. The recommendations in the appraisal suggested that a precautionary approach was taken during demolition/renovation works to buildings and works to cease if evidence of roosting bats or breeding birds was identified.
As such, no further surveys or mitigation in relation to bats were deemed necessary prior to the demolition of the buildings, which had been identified for removal.
The appraisal recommended that 8 x House sparrow nest boxes were built into the west facing walls of the Main Depot Building during refurbishment works. Whilst acknowledging that there are sparrow nest boxes which can be installed within the walls of buildings to remain visually unobtrusive , in view that the locomotive shed is a non designated heritage asset , it was proposed to attach a condition to any approval to require the submission of a scheme relating to the installation of bird boxes as per the submitted appraisal to ensure that the proposed designs and location would not adversely impact on the heritage status of the building.
On the basis of the conditions proposed it is considered that the development is consistent with paragraph 174 of the NPPF and Core Strategy Policies EN15 and EN9 in respect of biodiversity. There are no changes proposed in relation these aspects of the previously approved scheme.

Noise
A noise planning statement accompanied the previously approved scheme . With the omission of the Winter Maintenance Area the proposed site usage is largely the same as the existing site. The depot activity areas most likely to cause disturbance to adjacent users are predominantly in the same location as existing on the site at present. The nearest sensitive areas to the depot are the residential areas to the south of Gorton Lane, in particular the care facility opposite the site to the south. The sensitive receptors have been considered within the proposed layout by locating the least nuisance creating activities toward the southern end of the site. Furthermore, the proposed vehicle washdown area has been relocated to the north eastern corner of the site which would reduce the potential for noise nuisance.
The application site is located within an existing industrial area immediately adjacent to a busy route into the City Centre. Therefore, this is already a busy and noisy area of Gorton.
It is considered that whilst there is likely to be some intensification of the use of the site, this would not give rise to significant impacts to the amenity of local businesses and local residents . Notwithstanding this, a number of conditions have been included as recommended by Environmental Health to ensure that there is no detrimental impact on the residential properties to the south of Gorton Lane.

The previously approved scheme was accompanied by detailed Construction Management Plan, which confirmed that the contractor would work within City Council permitted hours for construction sites and would deal with construction traffic and waste appropriately to avoid any significant detrimental impact on existing residents. A demolition plan and method statement was also provided for consideration which includes pollution prevention measures, including the use of a dust control misting system.

As part of the revisions being sought , external condenser compounds are proposed to the east of the Loco Shed . Whilst these are located within the site , a condition relating to acoustic

measures for external plant is proposed to be attached to any approval, to safeguard residents which lies to the south of Gorton Lane
Therefore, subject to the conditions proposed, it is not considered that the proposed development would give rise to unacceptable impacts on residential amenity and therefore accords with policy DM1 of the Core Strategy, and saved UDP policy DC26.

Security
The previously approved scheme was accompanied by a Crime Impact Statement completed by Greater Manchester Police , which set out the possible crime and security risks based on the type of development and nature of the area. The report indicated that the overall crime rate in the local area is low for Manchester, with less serious wounding, theft and vehicle crime being the highest recorded offences. The majority of offences have taken place to the south east and west of the proposed site where a residential area is located.
The report stated that development was broadly acceptable, in terms of designing out crime, but that the recommendations made in section 3.3 should be addressed, including, but not limited to:
Access control into the compound and around the buildings.
As part of the proposed revisions, the roof drainage would be changed from a gravity to a siphonic system , and as such rainwater pipes would be omitted from the scheme , thereby reducing unauthorised accessibility to the roof of the building.

The site has a staffed gatehouse to monitor access in and out of the site . This site has a 24 hour operation and therefore, personnel will be on site at all times. In addition to this, there is natural surveillance of the site from Hammerstone Road and the adjacent businesses.
GMP Design for Security previously recommended that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved. A condition was attached to the earlier approval requiring the development to adhere to these recommendations and achieve the secure by design accreditation. As this condition has yet to be discharged , it is proposed to attach this to any approval relating to the revisions being sought.

Sustainability
The Greater Manchester Strategy emphasises the need to strengthen the natural environment across Greater Manchester and to tackle climate change (paragraph 9.2). This has informed a 5-Year Environment Plan for Greater Manchester which sets a clear vision for Greater Manchester to be “a clean, carbon neutral, climate resilient city-region, with a thriving natural environmental and circular, zero-waste economy…” .There is a clear ambition for Greater Manchester to be carbon neutral by 2038 and to meet carbon budgets that comply with international commitments. Alongside, this there is a drive to improve air quality, meeting guidelines on air quality by 2030 and supporting the UK Government in meeting and maintaining all thresholds for air pollutants.
Our Manchester – The Manchester Strategy sets out Manchester’s ambition to create a low carbon city and it encourages the growth of a low carbon culture .It has also declared a climate emergency (July 2019) and set itself the aim of making Manchester a zero carbon by 2038 or before.
This strategy will build-on the climate changes policies in the Manchester Core Strategy (policies EN4, EN6 and EN8), but there is a recognition that more needs to be done. The City Council has now adopted the Manchester Climate Change Framework 2020-25 as the city’s high-level strategy for tackling climate change. It sets out how Manchester will “play its full part in limiting the impacts of climate change”. A key objective of the framework is ensuring new developments in the city are built and operated to zero carbon standard as soon as possible.
The L2A report accompanying the earlier approval confirmed that a fabric first approach was being undertaken as part of the proposed development . This included the external envelope of the Locomotive Shed being upgraded with a new insulated roof and wall linings to modern

standards to reduce heating and cooling requirements. An integrated approach to sustainability was adopted during the design process for the buildings, including large windows and rooflights to allow maximum daylight penetration; recycling to reduce energy demands; improved U-values of the external envelope and glazing; improved efficiency of the space heating and hot water; use of energy efficient lighting and intelligent lighting controls.
An assessment of the existing roof structure to the locomotive had been undertaken as part of the earlier application to determine whether photovoltaic panels could be installed. Whilst this application does not include the incorporation of PV panels to the locomotive shed roof , this is being explored with a view to an installation in the future. Consent is therefore now being sought to reduce the number of roof lights to be incorporated within the roof slopes to allow for the future installation of PV panels (which would be brought forward as part of a separate planning submission) .

Furthermore, the proposed development incorporates 53 electric vehicle charging points (combination of 32 to car spaces and 17 to refuse collection vehicle spaces), and storage for 44 cycles , which will contribute the overall energy efficiency of the proposed development . It is therefore recommended that these aspects of the scheme are conditioned.

Air Quality
The earlier application was accompanied by an Air Quality Assessment that concluded that the proposed development site is located in close proximity to the Manchester City Council (MCC) and Greater Manchester Air Quality Management Area (AQMA), which has elevated pollutant concentrations.
As such, due to additional road traffic generated by the proposals, the previously approved development had the potential to cause air quality impacts at sensitive locations, which could include fugitive dust emissions from demolition, earthworks, construction works, and road vehicle exhaust emissions associated with traffic generated by the site during the operational phase.

It was considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level. Dispersion modelling was undertaken in order to predict air quality impacts as a result of road vehicle exhaust emissions associated with traffic generated by the development. Results were subsequently verified using local monitoring results.
The assessment concluded that overall impacts on pollutant levels as a result of operational phase vehicles were predicted to be not significant.

Predicted impacts on NO2 concentrations as a result of operational phase exhaust emissions were predicted to be negligible at 21 receptor locations and slight at 5 receptor locations within the vicinity of the site. Predicted impacts on PM10 and PM2.5 concentrations were predicted to be negligible at all 26 receptor locations. The overall significance of potential impacts was determined to be not significant, in accordance with the EPUK and IAQM guidance.

The provision of 53 electric vehicle charging points and 44 cycle storage which would contribute to reducing any impacts by the proposed scheme to existing air quality in the local area . The revised scheme would involve the loss of 2 electric vehicle charging points for the refuse collection vehicles, whilst this is unfortunate , the loss of 2 no. EVC's given the level of provision across the site is not considered to be significant. It is recommended that the installation of the EVC points within the proposed development is conditioned.

Contaminated Land
Historical mapping indicates the site the site consisted of railway tracks until
1908 when Gorton Foundry (locomotive engineering) was developed adjacent to the eastern

boundary. Two streams were mapped crossing the site, one of which was the Corn Brook which is understood to have been culverted by 1908. Railway sidings are shown across the site from 1893 with evidence of raised ground surrounding. The foundry extended on to the east of the site in the early 1900s. From 1949 a large building was developed in the west of the site with smaller buildings in the south. An electrical substation is also mapped in the south west corner of the site. Tanks were installed in the centre and east of the site with a pit is located in the northern area. By 1963 the site was named as a Corporation Depot; with railway lines, some of the tanks and pit no longer mapped. Further development consisted of a medium sized building in the east of the site, along with new tanks in the west. A building along the southern boundary was demolished by the 1990s.
The previous scheme was accompanied by a Phase II Site Investigation report. The recommendations in the submitted Site Investigation report were based on the findings of the intrusive site investigation, but identified that the following additional works are recommended to be completed in due course:
1) The presence of asbestos fibres in the Made Ground soils presents a potential risk to construction workers and adjacent residents during demolition/construction activities. An appropriate asbestos management plan should be implemented during construction works to manage this risk with input from an asbestos specialist;
2) The risk to the end user from asbestos in Made Ground soils is currently mitigated by the presence of proposed hardstanding cover across the entire site. Should development plans change, and any soft landscaped areas be proposed, a clean engineered capping layer is likely to be required.
3) It was recommended that construction workers are provided with appropriate PPE and sanitary facilities, with reference to the environmental testing results; and
4) It was recommended that Design Sulphate Class for concrete may be taken as DS-2 and ACEC class of AC-2 would be appropriate. An Asbestos Refurbishment Report is submitted with this application and sets out the results of a survey of the existing locomotive shed, which would form the basis for the preparation of a strategy for the removal of such material prior to refurbishment works taking place.
The Phase II Site Investigation report and Asbestos Refurbishment Report were assessed by appropriate officers. In view that Phase II Site Investigation report and Asbestos Refurbishment Report contained recommendations to be implemented, it was recommended that a contaminated land condition be attached to any approval to require the implementation of the recommendations, together with the requirement for the submission of a verification report.

Subsequently , an application to discharge part (a) of the condition was submitted and discharged on the basis that development be implemented in accordance with the recommendations specified in the Phase 2 Site investigation report ref: 068065-CUR-00-XX-RP-GE-002 Rev V01 Issue date 17th April 2019. However, the verification report element is outstanding at this time , and it is therefore recommended that the ground conditions condition be rephrased to reflect the current position .

It is considered that the proposed development is acceptable in terms of pollution and ground conditions, in accordance with paragraph 183 of the NPPF and Core Strategy Policy EN18.

Flood Risk and Drainage
The previously approved scheme application was accompanied by a Flood Risk Assessment and Drainage Strategy. The majority of the site is located within Zone 1, however, a localised area in the south west of the site, and a small area of the existing building in the north west is located within Flood Zone 2.
It is not expected , however, that areas within Flood Zone 2 would not be affected as there is high retaining wall preventing water flowing to the site from Gorton Lane.
There is low risk of flooding from: river, seas, reservoir, groundwater. There are no records of

sewer flooding within the adjacent area. The surface water flooding within middle area of the site based would be reduced using an attenuation tank.

Surface water drainage strategy
The existing site is brownfield, therefore in line with the Manchester City Council Policy 50 % reduction in surface water flows from the existing discharge rates from the site is required.
In relation to the existing building, it is intended to discharge surface water flows using the existing building drainage connections to its existing outfall location, with no flow restrictions being proposed.
In relation to the lower ground floor car park, the existing building and lower car park currently discharge surface water to a combined water sewer within Gorton Lane. As the existing southern watercourse has not been found, and a new connection could affect the existing retaining wall, it is proposed that surface water from lower car park will reuse the existing connection to the combined sewer. The proposed surface water drainage has, however, been restricted to 50% reduction of the existing 1 in 1-year storm event to all storm events.
The retained roof to the locomotive shed is pitched, as is the proposed new building, so no green and blue structure is feasible.

Due to the urbanised character of the site, with the fuel area and heavy vehicular access, green structures are not feasible for the site. Petrol interceptors, however, are proposed to provide sufficient water quality treatment.
Additional drainage information accompanying this application has been reviewed , but following the observations received from the Flood Risk Management officers, there are further matters which will need to be addressed before the surface water drainage condition and condition relating to on-going maintenance of any subsequently approved surface water drainage scheme could be discharged . It is therefore proposed to attach a condition relating to surface water drainage and on-going maintenance of any subsequently approved surface water drainage scheme to any approval.
It is proposed that foul sewage would connect to the existing drainage system.

Disabled Access
The previously approved scheme was designed to comply with Part M of Building Regulations, guidance within the Designing for access 2 document . Accessible parking spaces were located close to main entrances to the retained and proposed buildings.
A pedestrian access gate from the estate access road would safeguard the pedestrian route to the main entrance with level access at the entrance doors to each unit.
Pedestrian and vehicle routes would be distinguished using texture and colour with defined path edges and flush surface drainage with the use of durable slip resistant materials.
Accessible toilets would be provided within the office accommodation to each of the proposed units of accommodation. With the exception of the change sought of the footpath finishes from paving to tarmacadam, no other amendments are proposed.

Boundary Treatment
The previously approved scheme involved the reduction in the height of the brick boundary wall to Gorton Lane and erection of 2.4m green weldmesh paladin fencing behind the reduced height wall, due to the lowering of the ground within the site behind the retained wall. This has been implemented .
It was also proposed to erect sections of existing palisade fencing from the current location set behind a grassed area which lies currently lies outside the site boundary to the back of pavement with Hammerstone Road so that the grassed area would lie within the site and be easier to maintain.
Whilst the preferred option would be the replacement of the existing palisade fencing to the Hammerstone Road frontage with a green weld mesh product (rather than the relocation of two

sections of existing palisade fencing to the back of pavement) , financial constraints preclude this at this time .

Employment
The proposed development would enable existing jobs to be retained.

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
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. Officers have worked with the applicant in a positive and proactive manner in order to achieve solutions to problems arising from the consideration of this planning application. In this instance, matters relating to lighting column and substation door colouration were raised together with surface water drainage issues and the appropriate conditions have been attached.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development hereby approved shall be carried out in accordance with the following drawings and documents:
Hammerstone Road Design & Access Statement ref: 18021_05_6_1_Rev A

Arboricultural Report and Arboricultural Impact Assessment dated 13
th Oct 2020 ref:
16357/AJB
Phase 2 Site investigation report ref: 068065-CUR-00-XX-RP-GE-002 Rev V01 Issue date 17th April 2019;
Transport Assessment ref: 068065-CUR-00-XX-RP-TP-001- revision V02 Issue date 01 April 2021;
Asbestos Report & Survey 23rd Oct 2020116353_291312 Full Report V3
Crime Impact Statement Version A dated 25th January 2021 ref: 2018 /0940/ CIS/02 Rev A
Noise Planning Statement ref: 1620005855- RP-01 December 2018
Preliminary Ecological Appraisal -SWECOUK Ltd Rev 01 -20.09.18
SWECO Ecology letter to accompany 2018 PEA - April 2021
Air Quality Assessment March 2019 ref: ES101-AQ106954 Rev2
Hammerstone Construction Management Plan Rev.A
Planning Statement dated April 2021 ref: MORH3002
Heritage Statement dated April 2021 ref: MORH 3002
Hammerstone Road Depot Statement of Community Involvement April 21 ref: FOG/HR/DRA01
Site Waste Management Plan ref: 13W007
Waste Management Strategy proforma dated 13.04.2021(including plan ref: HRD-FRA-00-XX-DR-A-90-0211 rev.C1 in respect of bin store location)
HRD-FRA-00-XX-DR-A-91-0001-P2 Site Location Plan
HRD-FRA-00-XX-DR-A-91-0002-P3 Existing Site Plan
HRD-FRA-00-XX-DR-A-90-0100-C1 Site Demolition Plan
HRD-FRA-00-XX-DR-A-90-0320-P2 Proposed Memorial Garden Plan and details
HRD-FRA-01-00-DR-A-20-1001-P3 Existing Ground Floor Plan Sheet 1
HRD-FRA-01-00-DR-A-20-1002-P3 Existing Ground Floor Plan Sheet 2
HRD-FRA-01-RL-DR-A-20-1005-P2 Existing Roof Plan Sheet 1
HRD-FRA-01-RL-DR-A-20-1006-P2 Existing Roof Plan Sheet 2
HRD-FRA-01-XX-DR-A-20-1007-P3 Existing East Elevation
HRD-FRA-01-XX-DR-A-20-1008-P3 Existing North & South Elevations
HRD-FRA-01-XX-DR-A-20-1009-P3 Existing West Elevation
HRD-FRA-01-XX-DR-A-20-1011-P3 Existing Sections Sheet 1
HRD-FRA-01-XX-DR-A-20-1012-P3 Existing Sections Sheet 2
HRD-FRA-01-XX-DR-A-20-1013-P3 Existing Sections Sheet 3
HRD-FRA-01-00-DR-A-20-1101-C1 Demolition Ground Floor Plan Sheet 1
HRD-FRA-01-00-DR-A-20-1102-P3 Demolition Ground Floor Plan Sheet 2
HRD-FRA-01-00-DR-A-20-1201-C1 Proposed GA Ground Floor Plan Sheet 1
HRD-FRA-01-00-DR-A-20-1202-C3 Proposed GA Ground Floor Plan Sheet 2
HRD-FRA-01-RL-DR-A-20-1205-C2 Proposed GA Roof Plan Sheet 1
HRD-FRA-01-RL-DR-A-20-1206-C2 Proposed GA Roof Plan Sheet 2
HRD-FRA-01-XX-DR-A-20-1210-C1 Proposed GA Sections Sheet 1
HRD-FRA-01-XX-DR-A-20-1211-C1 Proposed GA Sections Sheet 2
HRD-FRA-01-XX-DR-A-20-1212-C1 Proposed GA Sections Sheet 3
HRD-FRA-02-XX-DR-A-90-2001-C2 Proposed Winter Maintenance Area Plan
HRD-FRA-02-00-DR-A-20-2201-C2 Proposed Gritter Garage GA Ground Floor Plan
HRD-FRA-02-RL-DR-A-20-2202-C3 Proposed Gritter Garage GA Roof Plan
HRD-FRA-02-XX-DR-A-20-2203-C2 Proposed Gritter Garage GA Elevations
HRD-FRA-02-XX-DR-A-20-2204-C2 Proposed Gritter Garage GA Sections
HRD-FRA-04-XX-DR-A-90-4001-C1 Proposed Washdown Area Plan
HRD-FRA-05-XX-DR-A-90-5001-P3 Proposed Refuel Area Plan
HRD-CUR-XX-00-DR-C-92-500 Rev P05 -Proposed ground floor drainage layout
HRD-CUR-XX-00-DR-C-92-501 Rev P05 - Proposed lower floor drainage layout
HRD-CUR-XX-00-DR-C-92-510 Rev P03 - Existing Drainage
HRD-CUR-XX-00-DR-C-92-511 Rev P04 - Retained and Abandoned Existing drainage

Commented [SW1]:
Received 21st April 2021
Environmental Impact Assessment Statement Document ref: 068065-CUR-00-XX-RE-002-Rev V03 ; and Flood Risk Assessment and Drainage Strategy Report
068065-CUR-00-XX-RE-001 Rev V04 dated 11 May 2021 - received 11th May 2021
068065-CUR-XX-00-DR-C-91-602 Rev P05 - Proposed external levels.
068065-CUR-XX-00-DR-C-91-605 Rev P07 - Proposed site sections sheet 1
068065-CUR-XX-00-DR-C-91-606 Rev P05 - Proposed site sections sheet 2
HRD-FRA-00-XX-DR-A-90-0211-C1 Proposed Bin Stores
HRD-FRA-01-XX-DR-A-20-1208-C2 Proposed GA North & South Elevations;
HRD-FRA-01-XX-DR-A-20-1209-C2 Proposed GA West Elevation;
Demolition Plan/Dynamic Method Statement/Work Package Plan by Frank O'Gara and Sons;
MEP Services Performance Specification Ref: HRD-HAN-ZZ-XX-SP-N-0001
Revision C1;
Part L2a 2013 Compliance Report Ref: HRD-HAN-ZZ-XX-RP-N-001 Issue 01;
Solar PV and Battery Storage feasibility Assessment and Recommendations report by MEP Services ref: 3778-HAN-ZZ-XX-RP-MEP -003 revision 4;
Waste Management Strategy proforma dated 13.04.2021(including plan ref: HRD-FRA-00-XX-DR-A-90-0211 rev.C1 in respect of bin store location)
received 21st
May 2021
Transport Technical Note prepared by Curtains dared 18th May 2021 in regard to off site highways works
Bat Survey – Envirosolutions May 2021 received 1st June 2021;
S.11Structural Condition Appraisal ref:B068065 revision 01 dated 06 November 2020 received 1st September 2021;
Plan ref: HRD-FRA-00-XX-DR-A-90-0200 rev. P10 Proposed Site Plan GA;
Plan ref HRD-FRA-00-XX-DR-A-90-0210 rev. P7 Proposed Site External Works Plan;
Plan ref: HRD-FRA-00-XX-SK-A-90-9005 rev. P2 Proposed Masonry Gatehouse Option;
Hammerstone Road Depot Reclaimed Masonry Statement document ref: HRD-FRA-01-XX-RP-A-21-2602-P1 dated 28.09.2021;
Loco Shed Existing & Proposed Window Report document ref: HRD-FRA-01-XX-RP-A-31-6201 rev. P03 dated 23.11.2021 received 23rd November 2021;
Plan ref: HRD-FRA-01-XX-DR-A-20-1207 rev.P06 Proposed GA East Elevation; received 23rd November 2021;
Southern Boundary Wall & Outbuilding Structural Appraisal doc ref: HRD-CUR-00-XX-RP-S-0001 rev.P02 Issue date 23 November 2021 received 23rd November 2021;

AS AMENDED BY : -
Plan ref: HRD-FRA-00-XX-DR-A-90-0200 rev. C06 Proposed Site Plan GA;
HRD-FRA-00-XX-DR-A-90-0210 rev. C03 Proposed Site External Works Plan;
HRD-FRA-00-XX-DR-A-90-0211 rev. C02 Proposed Bin Stores ;
HRD-FRA-01-00-DR-A-20-1101-C02 Ground Floor Demolition Plan Sheet 1;
HRD-FRA-01-00-DR-A-20-1201-C09 Proposed GA Ground Floor Plan Sheet 1;
HRD-FRA-01-00-DR-A-20-1202-C05 Proposed GA Ground Floor Plan Sheet 2;
HRD-FRA-01-00-DR-A-20-1268-C06 Proposed Substation;
HRD-FRA-01-RL-DR-A-20-1205-C02 Proposed GA Roof Plan Sheet 1
HRD-FRA-01-RL-DR-A-20-1206-C02 Proposed GA Roof Plan Sheet 2
HRD-FRA-01-XX-DR-A-20-1207-C05 Proposed GA East Elevation;
HRD-FRA-01-XX-DR-A-20-1208-C04 Proposed GA North & South Elevations;
HRD-FRA-01-XX-DR-A-20-1209-C03 Proposed GA West Elevation;
HRD-FRA-01-XX-DR-A-20-1210-C02 Proposed GA Sections Sheet 1;
HRD-FRA-01-XX-DR-A-20-1211-C02 Proposed GA Sections Sheet 2;

HRD-FRA-01-XX-DR-A-20-1212-C02 Proposed GA Sections Sheet 3;
HRD-FRA-01-XX-DR-A-21-1310-C02 Proposed Break In Panel Details;

HRD-FRA-04-XX-DR-A-20- 4001 -C02 Proposed Washdown Area Plan;
HRD-FRA-04-XX-DR-A-20- 4003 -C02 Proposed Washdown Area Elevations;
HRD-FRA-05-XX-DR-A-20-5001- C01 Proposed Refuel Area Plan;
Email trail between Curtins and United Utilities in regard to discharge rates into the combined sewer.

Design and Access Statement Addendum Version dated July 2023 ref: 18021-05-6-1 (as updated by plan ref: HRD-FRA-00-XX-DR-A-90-0200 rev. C06 Proposed Site Plan GA in the appendices.

Flood Risk Assessment and Drainage Strategy Curtins Ref: HRD-CUR-00-XX-RP-C-100 Revision: P02 Issue Date: 07 July 2023

Received 17th July 2023

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) .

2) The development hereby approved shall be constructed in accordance with the Construction Management Plan rev. A by Morgan Sindell received by the local planning authority on 21st April 2021 and Demolition Plan/Dynamic Method Statement/Work Package Plan by Frank O'Gara and Sons.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

3 a) The development shall implemented in accordance with the recommendations specified in the Phase 2 Site investigation report ref: 068065-CUR-00-XX-RP-GE-002 Rev V01 Issue date 17th April 2019.

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

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

4) The development shall be implemented in accordance with the dilapidation survey received on 22nd May 2022.Any mitigation works required to the adjacent road and footpaths following the completion of the development are implemented within 3 months of the new buildings on the site being brought into use.

Reason – In the interests of highway safety, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (July 2012).

5) Prior to above ground works commencing in relation to the new buildings and parking and servicing areas of the development, full detailed designs (including specifications) of any off site highways works (including any Traffic Regulation Orders) , shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the new buildings being brought into use.

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

6)The car parking indicated on plan ref: HRD-FRA-00-XX-DR-A-90-0200 rev. C06 Proposed Site Plan GA received by the City Council, as Local Planning Authority, on 17th July 2023, shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the development is occupied.

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

7) The electric vehicle charging points indicated on plan ref: HRD-FRA-00-XX-DR-A-90-0200 rev. C06 Proposed Site Plan GA received by the City Council, as Local Planning Authority, on 17th July 2023, shall installed be made available for use prior to the buildings on the site being occupied. The electric vehicle charging points shall then be available at all times whilst the development is occupied.

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

8) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking on plan ref: HRD-FRA-00-XX-DR-A-90-0200 rev. C06 Proposed Site Plan GA. Finalised detailed designs of the cycle shelters shall be submitted to and approved by the City Council as local planning authority . The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use.
The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

9) 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 development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

10) The development shall be implemented using the materials specified below:-
Loco Shed
Replacement Bricks – Imperial Handmade bricks Special Blend 741 (imperial), toning of brickwork darkened where required to match existing brickwork adjacent to the repairs / replacement
Replacement Roof – Trapezoidal cladding Goosewing Grey BS10A05
Rooflights – Trapezoidal rooflights
Windows – PPC aluminium windows, RAL 7021 Black Grey with applied bars to the outer face of glazing to replicate the existing fenestration patterning
Vehicle Access Doors – Insulated sectional access doors RAL 7021 Black Grey
Steel Door Sets - RAL 7021 Black Grey
Fire Escape Doors - RAL 7021 Black Grey
External Roof Access Stairs – Galvanised steel flights and balustrading RAL 7021 Black Grey, flights enclosed with perforated galvanised steel mesh panels RAL 7021 Black Grey
External Guttering / Downpipes – PPC Aluminium RAL 7021 Black Grey
Fascia Panels – PPC Aluminium RAL 7021 Black Grey
Northern Elevation Replacement Cladding - Trapezoidal cladding vertically laid RAL 7021 Black Grey
Gatehouse
Roof – Blue / grey Welsh slate
Replacement Bricks – Imperial Handmade bricks Special Blend 741 (metric).
Quoin Details – Red brick smooth faced
External Guttering / Downpipes – PPC Aluminium RAL 7021 Black Grey
Fascia Panels – PPC Aluminium RAL 7021 Black Grey
Windows – PPC aluminium windows, RAL 7021 Black Grey
Entrance Door – PPC Aluminium RAL 7021 Black Grey
Washdown Area
Cladding - Trapezoidal cladding vertically laid Goosewing Grey BS10A05
Roof – Trapezoidal cladding Goosewing Grey BS10A05
Cappings – PPC Aluminium RAL 7016 Anthracite
Doors - PPC Aluminium louvred doors RAL 7016 Anthracite
Substation (South end of Loco Shed)
Replacement Bricks – Imperial Handmade bricks Special Blend 741 (imperial), toning of Brickwork darkened where required to match existing brickwork adjacent to the repairs / replacement
Replacement Roof – Trapezoidal cladding Goosewing Grey BS10A05
External Guttering / Downpipes – PPC Aluminium RAL 7021 Black Grey
Fascia Panels – PPC Aluminium RAL 7021 Black Grey
Louvred Infills to Former Structural Openings – PPC Aluminium RAL 7021 Black Grey

Louvred Double Doors to Former Structural Door Opening – PPC Aluminium RAL 7021 Black Grey

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

11) Notwithstanding the drainage information referenced in condition no.1, prior to any above ground works in relation to the proposed new buildings, and the reconfiguration of the parking and servicing areas shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

12) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
Verification report providing photographic evidence of construction as per design drawings;
As built construction drawings if different from design construction drawings;
Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

13) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 25th January 2021 ref: 2018 /0940/ CIS/02 Rev A (in particular sections 3.3 and 4)prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on the 21st April 2021. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

14) The external lighting arrangements shall be implemented in accordance with details set out in document ref: Hammerstone Road Depot Refurbishment report ref: HRD-ABE-XX-XX-TS-E-5008- External Lighting, and Electrical Service - External lighting plots layout plan ref: HRD-ABE-00-00-DR-E-7004 rev.02 received 21st February 2022;and
Additional lighting information received 26th April 2022 - Electrical Service - External lighting plots layout ref: HRD-ABE-00-00-DR-E-7006 rev.02 (notwithstanding reference to galvanised finish columns); as amended by Plan ref: HRD-FRA-00-XX-DR-A-90-0210 rev.C3 Proposed

Site External Works Plan in regard to locations of columns, and that the external lighting columns and lanterns shall be coloured mid grey .

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, and would not adverse impact on the adjacent rail line , pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

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

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

16a) Externally mounted ancillary plant, equipment and servicing (including the condenser units) 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.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) The development hereby approved shall be completed and operated in accordance with the Waste Management Strategy dated 13.04.2021(including plan ref: HRD-FRA-00-XX-DR-A-90-0211 rev.C2 in respect of bin store location) received 17th July 2023.The refuse arrangements shall be put in place prior to the first occupation of the development and remain in situ for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

18) The development shall be implemented in accordance with the Written Scheme of Investigation for a Historic Building Survey report for Hammerstone Road Depot, Gorton, Manchester by Salford Archaeology dated 21st July 2021.

Following the completion of the required elements of fieldwork, a report of the findings , together with post-investigation assessment and reporting, the deposition of a project archive and an appropriate level of dissemination, shall be submitted to and approved in writing by the local planning authority, prior to the locomotive shed being first occupied.

Reason- In accordance with NPPF Section 16, paragraph 199: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible, and pursuant to policy EN3 of the Manchester Core Strategy (2012).

19) No removal of trees or works to any shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation and structures for active birds' nests immediately before the works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Manchester Core Strategy (2012) and National Planning Policy Framework.

20)The invasive non-native species shall be treated in accordance with the measures detailed in paragraph 5.3.7 in the Preliminary Ecological Appraisal -SWECOUK Ltd Rev 01 -20.09.18 received 21st April 2021.

Reason - To prevent the spread of, which have invasive non-native species been found on part of the site in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

21) Prior to the above ground works to the form the new buildings, a scheme for the Biodiversity Enhancement Measures, as set out in the Survey by Enviro Solution Limited dated May 2021 received 1st June 2021, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

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

22) a)Prior to the occupation of the development hereby approved, full detailed specifications of the hard and soft landscaping scheme shown on the plan ref: HRD-FRA-00-XX-DR-A-90-0210 rev. C03 Proposed Site External Works Plan received 17th July 2023 ; ; and HRD-FRA-00-XX-DR-A-90-0320-P2 Proposed Memorial Garden Plan and details received 21st April 2021, 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 locomotive shed is first occupied.

b) 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 Manchester Core Strategy (2012).

23) The ramped access to the lower car park (including gradients) shall be implemented in accordance with the content of the 'Planning Condition no.24' report by Curtins ref: HRD-CUR-00-XX-RE-005 revision V01 dated 25 January 2022 and on the Proposed External Levels 1:250 Layouts sheet 2 plan ref: CUR-XX-00-DR-C-91-611, in Appendix A. of the report, prior to the locomotive shed being first occupied.

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

24) The development shall be implemented in accordance with the details shown on the plans and in the documents specified below, prior to the locomotive shed being first occupied :-
Fletcher Rae HRD Gorton Lane Boundary Wall Repair Statement ref: HRD-FRA-00-XX-RP-A-90-6203-P1 dated 14th February 2022 ;
Survey Record Drawing - South Bank Boundary Wall ref: HRD-CUR-00-XX-DR-S-02-0001 rev.P02 ;
Permanent Repair Works to Southern Boundary Wall ref: HRD-CUR-00-XX-DR-S-27-0002 rev.04;
Permanent Repair Works - South Boundary Wall Options Appraisal ref: HRD-CUR-00-XX-DR-S-27-0003 rev.P02, in conjunction with correspondence from Curtins dated 28th January 2022 (Southern Boundary Wall Repair Design Statement);
Proposed Gorton Lane Fence Detail ref: HRD-FRA-00-XX-DR-A-90-0254 rev.P01;
received 21st February 2022.

Reason - To ensure that the appearance of the development along Gorton Lane is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) The development shall be implemented in accordance with the contents of the Risk Assessment Working Adjacent to Network Rail Infrastructure ref: HS 27-01 ; Chartrange Method Statement (Foundation and Drainage) ref: HS02-01; and Safe systems of working at height Mobile Elevating Work Platforms (MEWP's) ref: SSOW/04/WAH/MEWP's received 21st February 2022.

Reason - To ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

26) The scaffolding works shall be implemented in accordance with the contents of the scaffolding Plan Risk and Method Statement ref: AMC/MS/HS/003 dated July 2021.

Reason - In the interests of protecting the railway and its boundary from over-sailing scaffolding, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

27) The development shall be carried out in accordance with the content of the email from Phil Williams to the planning agent dated 25th January 2022 , in which it is confirmed that the Vibro Impact Works to the Hammerstone Road Depot site have been engineered out of the scheme.

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

28) The drainage arrangements in proximity to the rail line to the north of the site shall be implemented in accordance with the details in the 'Planning Conditions 29-31' document reference HRD-CUR-00-XX-RE-006 rev.V01 dated 4th February 2022 and associated plan refs : HRD-CUR-XX-00-DR-C-92-512 rev. P02 Overland Flood Routes
HRD-CUR-XX-00-DR-C-92-540 rev.P01 Proposed Drainage plan Adjacent to Railway and Chartrange Method Statement ref: TH/HSR/2/001A.

Reason- To protect the adjacent railway from the risk of flooding, soil slippage and pollution, pursuant to policies EN14, T1 and DM1 of the Manchester Core Strategy (2012).

29) The ground levels, earthworks and excavations to be carried out near to the rail line to the north of the site shall be implemented in accordance with the details in the 'Planning Conditions 29-31' document reference HRD-CUR-00-XX-RE-006 rev.V01 dated 4th February 2022 and associated plan refs :
HRD-CUR-XX-00-DR-C-91-600 rev.P04 Site Strip Volumetrics
HRD-CUR-XX-00-DR-C-91-601 rev. P07 Cut & Fill Analysis
HRD-CUR-XX-00-DR-C-91-620 rev. P01 Proposed Levels Adjacent to Railway Line
HRD-CUR-XX-00-DR-C-91-621 rev.P01 Railway Line Boundary Sections
HRD-CUR-XX-00-DR-C-94-700 rev.P09 External Surfaces.

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

30) The vehicle safety protection measures to be carried out near to the rail line to the north of the site shall be implemented in accordance with the details in the 'Planning Conditions 29-31' document reference HRD-CUR-00-XX-RE-006 rev.V01 dated 4th February 2022 and associated plan ref : HRD-FRA-00-XX-DR-A-90-0210 rev.P07 Proposed Site External Works Plan.

The steel fence along the northern site boundary, and existing brick wall located behind this shall be retained.

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

31) Prior to occupation of the development detailed designs of a trespass proof fence adjacent to the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

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

32) The replacement windows to be installed to the locomotive shed shall be positioned into the reveals in location of the original glazing .

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

33) Prior to the installation of the roof access stairs on plan ref: HRD-FRA-00-XX-DR-A-90-0200 rev. C06 Proposed Site Plan GA; finalised designs of the foundation design scheme shall be submitted to and approved in writing by the City Council as local planning authority.
The development shall be implemented in accordance with the approved foundation design.

Reason - To safeguard the culverted Corn Brook, pursuant to policies EN08 and EN14 of the Manchester Core Strategy (2012).

34) The door to serve the internal sub station at the junction of Preston Street and Gorton Lane shall be RAL 7021 – Black Grey in colour .

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

Informatives

1. Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species(Amendment) (EU Exit) Regulations 2019it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
2. Waste on-site
The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:
- excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites
Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear.
The Environment Agency recommend that developers should refer to:
- the position statement on the Definition of Waste: Development Industry Code of Practice
-the waste management page on GOV.UK
If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.
3. Waste to be taken off-site
Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation,

which includes:
-Duty of Care Regulations 1991
-Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
-The Waste (England and Wales) Regulations 2011
Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear.
If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

4.MCC records highlight an underground culverted ordinary watercourse (Corn Brook) is located within the north of the site, while records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, it is request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Strategic Development Team
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail

New Adventures Ltd, 10 Preston Street, Manchester, M18 8DB
Tavistock Industrial Estate, Railway Street, Manchester, M18 8EF
Unit 1 To 5, Tavistock Industrial Estate, Railway Street, Manchester, M18 8FE
Street Scene Workshops, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
Mobile Library Service Units, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
Security Cabin, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
Taxi Maintenance House, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
45 Railway Street, Manchester, M18 8FB
Unit B, Delta Industrial Estate, Preston Street, Manchester, M18 8DB
Unit A, Delta Industrial Estate, Preston Street, Manchester, M18 8DB

Hales Waste Control Ltd, Preston Street, Manchester, M18 8DB
R M C (north West) Ltd, Preston Street, Manchester, M18 8DB
Delta Industrial Estate, Preston Street, Manchester, M18 8DB
Bailey And Townley Ltd, Hammerstone Road, Manchester, M18 8EF
Units 3 And 4, 1 Bondmark Road, Manchester, M18 8EP
Unit 2, 1 Bondmark Road, Manchester, M18 8EP
Unit 1, 1 Bondmark Road, Manchester, M18 8EP
ICELAND MANUFACTURING LIMITED, Hammerstone Road, Manchester, M18 8BW
Easeserve Ltd, Taw Garage, Gorton Lane, Manchester, M18 8DA
Taw Garage, Gorton Lane, Manchester, M18 8DA
Workshop Junction Froxmer Street, Bondmark Road, Manchester, M18 8EF
Portacabin Offices, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
B4 GM Waste, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
B3 Street Scene Building, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
B2 Factory Workshops, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
27 Froxmer Street, Manchester, M18 8EF
Flat 2, 247 Gorton Lane, Manchester, M18 8DA
Flat At, Vulcan Inn, 251 - 253 Gorton Lane, Manchester, M18 8DA
Gorton Parks Nursing Home, Taylor Street, Gorton, Manchester, M18 8DF
Direct Works Department, Hammerstone Road, Manchester, M18 8EF
Flat 1, 247 Gorton Lane, Manchester, M18 8DA
3 Gateway Road, Manchester, M18 8EZ
Vulcan Inn, 251 - 253 Gorton Lane, Manchester, M18 8DA
6 Belper Walk, Manchester, M18 8AZ
4 Belper Walk, Manchester, M18 8AZ
37 Railway Street, Manchester, M18 8FB
43 Railway Street, Manchester, M18 8FB
247 - 249 Gorton Lane, Manchester, M18 8DA
8 Belper Walk, Manchester, M18 8AZ
2 Belper Walk, Manchester, M18 8AZ
16 Belper Walk, Manchester, M18 8AZ
14 Belper Walk, Manchester, M18 8AZ
12 Belper Walk, Manchester, M18 8AZ
10 Belper Walk, Manchester, M18 8AZ
47 Railway Street, Manchester, M18 8FB
41 - 43 Railway Street, Manchester, M18 8FB

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA