

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131081/FO/2021

Date registered valid: 31 August 2021

Proposal: Erection of a single storey extension to building used for wholesale storage and distribution (Class B8) and retention of cladding to existing building and 2.4 metre high weldmesh fencing the site boundary

Address: Industrial Unit Clayton Industrial Estate, 79 Claytonbrook Road, Manchester, M11 1BR

Ward(s): Clayton & Openshaw Ward

Applicant: Mr D Wilcox Wilco Estates Ltd

Agent (if any): Mr Paul Judge Paul Judge Design

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

Recommendation: Approve

Date of recommendation: 27.10.2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 20 October 2021

Standard consultations:

Printed: 29 November 2021 Expired: 20 December 2021

Neighbour notifications

Printed: 29 November 2021 Expired: 20 December 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located on the south side of Claytonbrook Road in located in an area comprising industrial and warehousing units. The areas to the immediate south comprise of grassland and open space. The site consists of a single storey warehouse building that is offset from the Claytonbrook Road boundary, which is enclosed with paladin fencing. The remaining boundaries comprise of palisade fencing. The existing building comprises of metal profile cladding and has pitched roof running from west to east. The building is set within a hard surfaced car park and service yard access via a sliding gate on Claytonbrook Road. There is a second gated access point on Claytonbrook Road adjacent to the eastern elevation of the site. The nearest housing is located approximately 70 metre to the south of the site and separated by open spaces.



Fig. 1 – Views of the application site from Claytonbrook Road

Description of development

The proposed development comprises:

- i. The erection of a single storey pitched roof warehouse extension adjoining the southern elevation of the existing building and incorporate internal connectivity. The new building would have an internal area of 459 sq. metres (882 sq. metres in total).
- ii. The extension would have a width of 15 metres and align with the principal elevation of the existing building (giving a total width of 31.5 metres across both buildings).
- iii. It would be sited adjacent to the southern and eastern boundaries forming a recess adjacent to the rear elevation of the existing building to facilitate secondary servicing via an existing gated access point.
- iv. Car parking and main servicing would be undertaken within the retained service yard accessed via Claytonbrook Road.

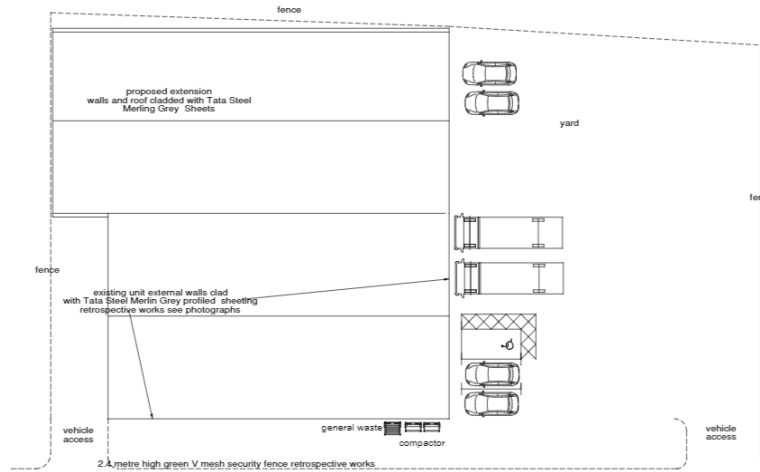


Fig. 2 – Proposed site layout

- v. The proposed principal ridge line would have a height of 8 metres and eaves at of 6.25 metres. It would thereby be higher than the existing building by a maximum of 1.8 metres.
- vi. Roller shuttered access would be provided to the western and recessed northern elevation.
- vii. The extension would be finished in metal profile cladding to matching the existing.

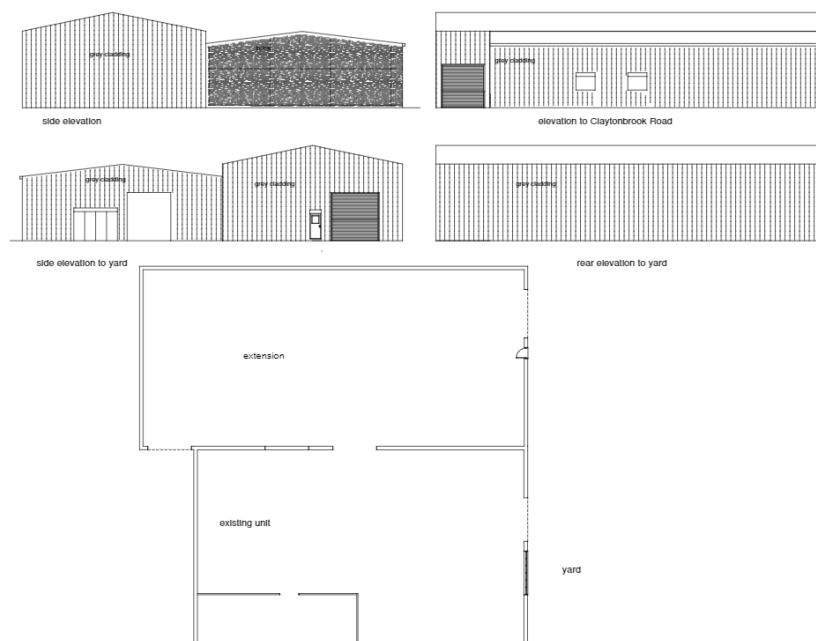


Fig. 3 – Proposed elevation and internal layout

Site History

No site history but the existing building has been in place since 2009 at least.

Consultations & Notification Responses

Local businesses – No comments received.

Highway Services – No objection but the following comments have been received:

- i. Car parking spaces should be appropriately demarcated and accessible space provided.
- ii. Electric vehicle charging should be provided.
- iii. Waste collection arrangements should be clarified.
- iv. With regard to the vehicle access points, it would appear that the one furthest away from Louisa Street is to be partly built over by the development and we seek clarification as to its intended future use in terms of development access given that it would effectively become a cul-de-sac end.
- v. Details of pedestrian routes through the site should be provided.
- vi. The development should be related to a construction management plan.
- vii. Trip generation information is satisfactory and demonstrates that the development can be accommodated in the highway network.

Environmental Health – The following conditions are recommended:

- i. The development should be related to a construction management plan.
- ii. Opening should be conditioned as applied for.
- iii. Deliveries, servicing and collections, including waste collections should be conditioned and not take place outside the of 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.
- iv. The submitted waste management arrangements should be conditioned.

MCC Flood Risk Management _ A condition is requested to secure appropriate site drainage.
Greater Manchester Police – Request that the development be related to a crime impact statement.

Greater Manchester Ecology Unit – Confirm that the proposal does not require the submission of any ecological reports or a bat roost assessment. An informative is requested advising that bats are a protected species and if found or suspected on site during construction work should cease and specialist advice is sought.

United Utilities Water PLC - No comments received.

Issues

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

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

iii. The environmental role should protect and enhance the natural, built and historic environment.

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

i. Section 6: Building a strong, competitive economy – States the planning decisions should help to create conditions in which businesses can invest, expand and adapt. It further states that significant weight should be placed on the need to support economic growth and productivity. The development would facilitate business expansion and adaptation and would thereby be positively related to section 6.

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

Whilst the development site would be satisfactory relate to neighbouring industrial / warehouse uses. The proportions of the development have been appropriately related to the constraints of the site in relation to its scale, massing and proportions. The development would operate within and industrial context and would not presents apparent harm to the well-being or amenities of residents located approximately 70 metres form the site.

iii. Section 12: Achieving well-designed places - States that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The design of the development reflects the characteristics of the existing building and visual cohesion would be secured through the use of matching materials. The proposed design is satisfactorily related to the surrounding context. Section 12 would thereby be complied with.

The Places for Everyone Plan is a Joint Development Plan Document - Provides a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of

UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

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

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

The development would not unduly harm residential amenity and any impact would be managed through conditions. The development is related to a previously developed and existing employment site. Given the limited scale of the development it is not apparent that carbon emissions would be unduly increase. On balance policy SP1 would be appropriately responded to.

Policy EC1 (Employment and Economic Growth in Manchester) - The relevant sections of policy EC 1 have been related to the contribution of the development to:

- i. Improving access to jobs for all via public transport, walking and cycling;
- ii. Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- iii. Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- iv. Ensuring the continued social, economic and environmental regeneration of the City.

The development would facilitate the sustained operation of the site, which makes a contribution to the local economy and employment provision within an established industrial area. The development would thereby be positively related to policy EC1.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to meet high standards of design that would be positive related to the surrounding context. The development would deliver a typical industrial type building, which relates satisfactorily the existing building and surrounding context. Policy EN1 would therefore be complied with.

Policy EN 14 (Flood Risk) - Relates to the assessment of flood risk and provision of appropriate site drainage. A condition has been included to ensure appropriate site drainage and to secure compliance with policy EN14. The above requirement have been responded to through the submitted drainage details thereby securing compliance with policy EN14.

Policy EN18 (Contaminated Land and Ground Stability) - Policy EN18 sets out the requirements for addressing issues relating to land contamination. Environmental Health have confirmed that the development can be undertaken with a 'watching brief' to remediate any encountered land contamination.

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

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

Policy EN19 would be complied with through attached conditions relating to construction and future waste / recycling management.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. As part of the previous assessed application, it was recognised that the development would generate localised traffic but related vehicle movements would be limited, predictable and capable of being absorbed into the highway network. Conditioned operational arrangements would continue to ensure the appropriate demarcation of car parking and cycle storage. A site management plan would also ensure that vehicle movement is satisfactorily related the highways network and surrounding context. Policy T1 would thereby be complied with.

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

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a - h (inclusive) have been related to the initial assessment of the development, particularly with regard to its potential impact on residential amenity and the contextual relationship of the development to the surrounding industrial context. The development would be appropriately related to the capacities of the site and its future operation would be managed through conditions, which would provide safeguards to residential amenity. On this basis policy DM1 would be accorded with.

Unitary Development Plan (UDP) saved policies

Part 2 policy

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

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

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

Policy DC26.4 - Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures proposed to deal satisfactorily with it. Such measures might include the following:

- a. Engineering solutions;
- b. Layout solutions;
- c. Administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

The noise potentially generated by the development would be experienced within the context of an industrial environment. The development is located approximately 70 metres from the nearest residential uses and Environmental Health has not identified specific noise concerns.

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

Principle - The development is satisfactorily related to the on-going operation of the site and the surrounding context. The principle of the development is therefore considered to be acceptable.

Management of future uses - In the interests of the amenities of the area and to ensure appropriate future use, conditions have been included, which:

- i. Restrict the use to Class B8 (Storage and distribution);
- ii. Ensure that the existing building and proposed extension are only used in conjunction with the operation do a single business.

Height, scale and massing – The height of the development would marginally exceed to the height of the existing building and would not significantly affect the character of the streetscene and neighbouring buildings.

Siting – The development would maintain a clear demarcation for the street. The extension would be screened by the existing building. The retention of the service yard would maintain open views across the site, the siting of the building is therefore considered to be acceptable.

Design – The proposed design is typical of an industrial building the applied use of cladding would be applied to the development to give a cohesive and coherent elevation treatment. The characteristics of the existing building would be further reflected in the proposed Pitched roofscape. On balance the development is considered to be acceptable.

Sustainable development – The development is relatively small scale and its environmental performance would meet the requirements of building regulations with regard to thermal

insulation and lighting. The development would be related to a developed and operational site and thereby represents an efficient use of land. The environmental impact of the development is therefore considered to be manageable and proportionate.

Residential amenity – The development is located approximately 70 metres from the application site. Screening afforded by adjacent tree cover would limit the visual impact of the development on Claytonbrook Road. It is considered that the development would be related to an industrial environment and any impact on residential amenity is capable of being managed by conditions.

Noise – Given the nature of the proposed use, the proposed operating hours and distance between the development and the nearest residential use, it is not considered that the development will generate undue noise and disturbance. Any impact would be subsumed into the surrounding noise climate. A condition has been included to ensure that any external plant and equipment, required in support of the development, is related to a scheme of acoustic insulation.

Opening hours – A condition has been included relating to development to the opening hours reference as part of the planning application, i.e.,

Mondays to Friday: 9.00 am to 5.00 pm:

Saturday, Sundays and Bank Holidays: Closed

Servicing hours - Standard servicing hours have been agreed and conditioned, i.e.

Monday to Saturday: 7:30 am to 8:00 pm with no deliveries/waste collections on Sundays/Bank Holidays.

Highway issues - Highway impacts associated with the development have been assessed and the servicing and car and delivery vehicle parking. The arrangements for servicing have been conditioned. The applicant has indicated that servicing would not be affected by the changes to the development. Previous conditions relating to waste and construction management, car parking layout and cycle storage have been re-attached. The applicant has indicated that site servicing would be undertaken using 7.5 tonne lorries with deliveries from the site undertaken by transit type vans. It is considered that the site has the capacities to accommodate these vehicle types.

Car parking and servicing – The application site has the capacity to accommodate the proposed car parking and servicing arrangements. To facilitate the above, a condition has been included to ensure that all proposed car parking spaces and loading bays are satisfactorily demarcated before occupation of the development and maintained in situ thereafter. The operation of the development has been conditioned to ensure implementation of the development in accordance with the site management strategy.

Cycle storage - A condition has been agreed to ensure the provision of appropriate secured cycle storage within the site.

Air quality – To address increase in traffic movement a condition has been included to ensure the provision of electric vehicle charging arrangements. These arrangements will help to maintain air quality and reduce carbon emissions.

Waste management – The development would utilise the existing waste management arrangements, involving a general waste container and cardboard compactor. Conditions have been included that:

- i. Relate waste management to the existing storage and collection arrangements;

ii. Improves that the appearance of the waste storage area (located adjacent to the Claytonbrook Road boundary through the approval and implementation of a related enclosure.

Crime and Security – Notwithstanding the comments of GM Police Design for Security, the proposal does not constitute a major development and therefore does not meet its requirements for the submission of a crime impact assessment. However, a condition has been included to ensure that appropriate measures are incorporated into the development to improve on-site security and to reduce the risk of crime.

Boundary treatment and fencing – A condition has been included requiring approval of gates to vehicular access points on Claytonbrook Road and fencing to the western site boundary. This condition is included in the interests of site security.

Local regeneration and employment - The development would continue to make a small-scale employment contribution and help to sustain economic activity within the site.

Flood risk and site drainage – The condition requested by FRMT has been attached to the development to secure appropriate site drainage.

Ecology – The site has been assessed and it is not considered that the development would present any significant ecological impacts. GMEU comments concerning bats have been related to the development as an informative.

Construction management plan – A related condition has been included for implementation as part of the development.

Conclusion - It is considered that the development is appropriately related to its industrial context and would facilitate the on-going business operation.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, negotiation has been undertaken to ensure that the development is supported with appropriate and satisfactory details to secure its appropriate assessment.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on 14 July 2021 and 2 November 2021:

Planning application forms amended by email from agent dated 29 October 2021

Location plan with a red edge

Proposed site plan Rev C

Proposed plans and elevations

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

3) No above ground construction works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff;
- vii. Sheeting over of construction vehicles.
- vii. Parking of construction vehicles and staff;
- ix. Dust suppression.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the buildings first occupied for shall be used for no other purpose than Class B8 (Storage and distribution of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interest of residential development pursuant to policy SP1 and DM1 of the Core Strategy of the Core Strategy for the City of Manchester.

6) The building and extension hereby approved shall only be used in conjunction with the operation of the existing business as confirmed in the email from Paul Judge Design dated 29 October 2021.

Reason - In the interests of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

7) Before the occupation of the development a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the siting, specification and appearance a waste management enclosure. The above details shall be implemented upon occupation of the development and operated in conjunction with the arrangements for the storage and collection of waste and recycling as detailed in drawings referenced Proposed site plan Rev C and Waste Management Strategy proforma received 2 August 2021. The approved details shall be maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

8) The development shall be implemented in accordance with document Ref: Site check Assess Ref: JGA/MPS/33195-125-2052158_SAS dated 17 July 2021. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

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

9) Before first occupation of the authorised buildings, any externally mounted ancillary equipment that may be required as part of the development shall be acoustically insulated in accordance with a scheme 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 equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

10) The building and extension hereby approved shall only operate between the following hours, as specified in Paul Judge Design email dated 29 July 2021:

Mondays to Friday: 9.00 am to 5.00 pm:

Saturday, Sundays and Bank Holidays: Closed

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

11) No loading or unloading, servicing or deliveries shall be carried out on the site outside the hours of:

Mondays to Fridays: 7:30 am to 8:00 pm with no deliveries/waste collections on Saturday, Sunday / Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and policy DC26 of the Saved Unitary Development Plan for the City of Manchester.

12) The development shall be implemented in accordance with the site servicing strategy by Paul Judge Design received 2 August 2021.

Reason - In the interests of pedestrian and highways safety and to ensure that the development is supported with satisfactory car parking pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester.

13) Before the occupation of the authorised extension and notwithstanding the details of drawing ref: Proposed site plan Rev C, before the occupation of the development a drawing shall be submitted to and approved in writing by the City Council as local planning authority showing the demarcation of all car parking spaces, loading bays pedestrian routes within and through the site service yard. Details of the approved details shall be implemented upon occupation of the development and maintained in situ thereafter.

Reason - In the interests of pedestrian and highways safety and to ensure that the development is supported with satisfactory car parking pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester.

14) Before the occupation of the authorised extension, details of the design and appearance of a cycle store shall be submitted to and approved in writing by the City Council and local planning authority. The approved details shall be fully implemented as part of the agreed waste management strategy prior to the occupation of the authorised extension and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of cycles, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

15) The development shall be implemented in accordance with the Energy Statement by Paul Judge Design dated 29 July 2023.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1, T2, EN4, EN8 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

16) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision of measures to improve on-site security and to reduce the risk of crime. The scheme shall review existing security arrangements, including the provision of gates to the vehicular access points on Claytonbrook Road and detail related improvements that can be incorporated into the development. The approved scheme shall be implemented prior to the occupation of the development and maintained in situ at all times thereafter.

Reason - To reduce the risk of crime and improve site security, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

17) Before the occupation of the development, details of gates to vehicular access points on Claytonbrook Road and fencing to the western site boundary shall be submitted to an approve in writing by the City Council as local planning authority. The approved details shall be implemented upon occupation of the development and maintained in situ at all times thereafter.

Reason - To reduce the risk of crime and improve site security, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

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

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

19) Before the occupation of the development a scheme shall be submitted and approved in writing by the City Council as local planning authority, detailing the arrangements for the siting and specification for electric vehicle charging. The approved details shall be implemented upon occupation of the development and retained in situ at all times thereafter.

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

Informative

1) In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and contact Environment on Call on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed

2) Guidance for developers can be accessed via:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

3) The drainage scheme shall include:

Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including 40% climate change allowance).

Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.

Hydraulic calculations to support the drainage proposal.

Evidence of pollution control measures (preferably through SuDS) is required.

Details of how the scheme shall be maintained and managed after completion.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
United Utilities Water PLC

Unit 11, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 1BR
Sgb Services Plc, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 4GU
168 Eastern By Pass, Bradford, Manchester, M11 1AY
170 Eastern By Pass, Bradford, Manchester, M11 1AY
79 Crabtree Lane, Manchester, M11 4GU
Unit 14, Clayton Industrial Estate, Crabtree Lane, Manchester, M11 1BR
165 Eastern By Pass, Bradford, Manchester, M11 1AX
161 Eastern By Pass, Bradford, Manchester, M11 1AX
156 Louisa Street, Manchester, M11 1AH
3 Iris Avenue, Manchester, M11 1AE
160 Louisa Street, Manchester, M11 1AH
170 Louisa Street, Manchester, M11 1AH
168 Louisa Street, Manchester, M11 1AH
166 Louisa Street, Manchester, M11 1AH
164 Louisa Street, Manchester, M11 1AH
162 Louisa Street, Manchester, M11 1AH
Unit 12, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 1BR
163 Eastern By Pass, Bradford, Manchester, M11 1AX
159 Eastern By Pass, Bradford, Manchester, M11 1AX
158 Louisa Street, Manchester, M11 1AH
1 Iris Avenue, Manchester, M11 1AE

Appendix 2 – Planning constraints

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

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Historic Landfill Site 250m Buffer -

Area Team Boundary - Name: NORTH