

Sue Wills
Development Management Areas
Planning
Manchester City Council
Floor 6 Town Hall Extension
Albert Square
Manchester
M60 2LA

Ref: 135680/FO/2022 and 135681/AO/2022
Email: sue.wills@manchester.gov.uk

Date: 17 May 2023

Dear Sue,

Land off Ambrose Street, Manchester

Response to consultee comments

On behalf of the applicant, Storage World, we have prepared this letter in response to comments received for both the full planning application (135680/FO/2022) and advertisement consent (135681/AO/2022) relating to the proposed development on land off Ambrose Street, Manchester.

Full planning application (135680/FO/2022)

Network Rail

Based on comments received by email on 5 April 2023, we understand Network Rail placed a 'holding objection' subject to the provision of a Basic Asset Protection Agreement (BAPA). Our understanding is this objection is not on the principle of proposed development.

In the same 5 April email, Network Rail raised matters that included the provision of a risk assessment and method statement (RAMS); use of crane and plant equipment, encroachment, lighting, drainage works, excavation and earthworks near Network Rail land; lighting; scaffolding; access to railway and the three-metre gap required between buildings/structures on the application site and railway land.

We have enclosed a completed BAPA that should remove Network Rail's holding objection. In response to other matters raised by Network Rail, the applicant is minded to agree suitably worded conditions like those imposed on the Hammerstone Road decision (130127/VO/2021) for:

- RAMS
- Lighting
- Scaffolding
- Excavations and earthworks
- Boundary treatments

With regards to excavation and earthworks near Network Rail land, no de-watering or ground stabilisation works are proposed with the proposed development.

The applicant is minded to agree a suitably worded condition for crane and plant use and compliance conditions to address encroachment and access to the railway land.

We have enclosed detailed drainage drawing (ref: 11325-025 Rev T1) that shows how the proposed drainage proposals that would meet Network Rail's requirements, as set out in their comments in the email received 5 April 2023.

With regards to the three-metre easement, the proposed building will not go beyond the existing building line. For context, the enclosed photo shows the existing relationship between the retaining wall along the northern boundary and the existing building and supports the submitted existing site plan (ref: MH1314-02).

As set out above, the applicant is minded to accept conditions relating to RAMS, crane and plant use and scaffolding that provides further safeguards and assurances for Network Rail during the construction phase of the development.

With the resultant arrangement to be no worse than the existing, Network Rail can still access and maintain this retaining wall during the operational phase of the development.

Highways

Responses were received from Manchester City Council ['MCC'] Highways Services on 4 April 2023, with an updated response received on 20 April 2023 alongside feedback from Transport for Greater Manchester ['TFGM'] the same day.

It should be noted that pre-application advice was sought from MCC Highways Services prior to the submission of the application. A response was received by email

on 8 June 2022 which flagged use class, parking, access and junction capacity as the main highways considerations.

Both MCC Highways Services and TFGM comments raised no objections in principle to the proposed development, but the applicant acknowledges the detailed nature of these comments, so a technical note has prepared by Axis Transport Planning ['Axis'] and is enclosed (ref: 3232-01-TN01).

This section provides a non-technical summary of the key points raised in Axis' technical note and other matters to note.

Trip generation and junction capacity

The TRICS outputs for both existing and proposed use have been updated to remove surveys that were undertaken during Covid-19 related lockdown restrictions. The full updated TRICS outputs are contained within the enclosed Axis technical note (ref: 3232-01-TN01).

The Axis technical note sets out the updated net forecast trip generation, which forecasts, on average, an uplift of 15 two-way vehicle trips in AM peak hour and 19 two-way vehicle tips in the PM peak hour. This equates to a single two-way vehicle trip every three to four minutes on average during these peak hours.

These updated forecasts fall below the 30 two-way hourly trip threshold, which was previously set out in the now revoked Department for Transport "*Guidance on Transport Assessment (2007)*" ['GoTA'] and replaced by the Planning Practice Guidance ['PPG']. While the PPG does not include this threshold, the 30 two-way hourly trip threshold for junction assessments was set out by MCC Highways Services in their pre-application advice and echoes TFGM's threshold used to advise applicants.

On the basis that the 30 two-way trip threshold is not met, no additional assessments are necessary to support this application.

Access

The proposals demonstrates that two cars or light goods vehicles (such as vans) can enter the site at any one time. There would be limited occurrences for larger vehicles to access the site, therefore this should reduce the risk of queues onto the highway. Notwithstanding this, should large or articulated vehicles require access to the site, members of staff could act as banksmen to ensure safe access, manoeuvring and egress of vehicles, which could be agreed as part of the delivery and servicing management plan.

The submitted site plan proposed a pedestrian access gate from Ambrose Street but in response to feedback from the highways officer and TFGM, the site plan and external works have been updated (see enclosed drawing refs. MH1314-07 Rev E and MH1314-11 Rev B respectively) to include a footpath from this gate along the south-western corner of the proposed building to where the proposed EV charging spaces are proposed. This arrangement now demonstrates a continuous pedestrian route from Ambrose Street to the front entrance.

Parking

The council's car parking standards are a maximum and all the car parking bays accord with the standard 2.4m x 4.8m dimension and have a minimum isle width of 6m.

The site is in a sustainable location within walking distance of Ashburys train station and bus stops along Pottery Lane. The inclusion of additional parking would be at the detriment of circulation and servicing space within the site; therefore the parking is proposed to remain as previously submitted (33 spaces). TFGM has no objections to the parking provision.

The cycle parking can be made available to both staff and visitors and the development now includes a shower (see updated site plan MH1314-07 Rev E) which would help encourage Storage World employees to cycle to work.

An updated swept path analysis is enclosed to show more clearly how vehicles can negotiate the car park (drawing ref: 3232-01-ATR03 included within Axis technical note ref: 3232-01-TN01).

Off-site highway works

The applicant has provided a separate the external works layout plan prepared by Thomasons (drawing ref: 11325-050 Rev T2) to include reference to off-site highways works, namely the:

- reinstatement of the redundant vehicular access point located east of the site access on Ambrose Street,
- provision of dropped kerbs and tactile paving,
- extension of double yellow line along norther aspect of Ambrose Street

The applicant would like the external works layout plan (ref: 11325-050 Rev T2) to be an approved plan in lieu of a separate condition that would agree off-site highway works in principle post-permission. The applicant is aware of the (separate) requirement to obtain a Section 278 agreement.

Conditions

The applicant is minded to accept suitably worded conditions for the following:

- full travel plan (within 6 months of occupation),
- construction and demolition management plan,
- delivery and servicing management (which would agree refuse and deliveries arrangements to the site).

Trees and landscaping

This section is in response to the Arboriculture response received by email on 17 April 2023 that requested are included as part of the wider landscaping proposals.

The submission is supported by a landscape plan prepared by Urban Green (drawing ref: UG_1754_LAN_GA_DRW_01 Rev P02) shows proposed landscaping along the western and southwestern boundary of the site along Pottery Lane and Ambrose Street respectively.

The submitted landscape drawing ref: UG_1754_LAN_GA_DRW_01 Rev P02 sets out the following species schedule proposed with this development:

- Spiraea japonica 'Firelight'
- Lonicera nitida 'Maigrun'
- Hypericum calycinum
- Mahonia aquifolium 'Apollo'
- Cornus alba 'Kesslerringii'
- Cornus sanguinea 'Midwinter Fire'

Due to the difference in levels between Pottery Lane and the site, the inclusion of trees as part of the landscaping would reduce the site's visibility and wider kerb appeal that is important for self-storage businesses. Notwithstanding the visibility, the widening of the landscaped area on the western boundary to include these trees would impact on the servicing and parking area.

The 'Cornus' and 'Mahonia' species identified above have the potential to reach over 2 metres in height and the site has no landscaping at present. Alongside the wider proposals, the applicant has demonstrated a significant improvement to the streetscene compared with existing, with the provision of landscaping as part of the proposals is in line with planning pre-application advice received in February 2022.

Ecology

The applicant has no objections to accepting the condition on nesting birds and biodiversity enhancement measures as set out in Greater Manchester Ecology Unit's response dated 4 April 2023.

Ground conditions

Comments were received from the MCC contaminated land team ['CLT'] on 31 March 2023 that confirmed, subject to a condition requiring the submission of a Preliminary Risk Assessment secured by condition.

The following details were submitted to the council on 3 April 2023 to address comments from MCC CLT:

- Geotechnical Report (Report Number 6101/VAJ-G)
- Phase II Contaminated Land Risk Assessment Report (Report Number 6101/VAJ-CLRA)
- Ground Gas Risk Assessment Report (Report Number 6101/VAJ-GRA)

Revised comments from MCC CLT by email on May 1 2023 confirmed no concerns on the submitted PRA and ground gas assessment, but required further information on the asbestos remediation strategy. The applicant would like the remediation strategy to be conditioned.

Advertisement consent

Network Rail

Following your 8 February 2023 email, we understood Network Rail requested that any illumination is facing away from the direction of the railway to ensure that the illumination does not impact train drivers' ability to perceive signals. These comments relate signage proposed on the north, east and west elevations.

Our 12 April 2023 email provides justification that the halo illuminated signage is suitable here compared with face illuminated signage and look forward to hearing from Network Rail in due course.

Highways

We understand MCC Highways Services have no objection to the proposals, subject to the restriction of the illumination of the signage to 300 cd/m².

Yours sincerely,

A handwritten signature in black ink that reads 'Thomas O'Kane'.

Thomas O'Kane

cc: Storage World

enc: Signed basic asset protection agreement (BAPA) and supporting plans:

- Drainage Layout (ref: 11325 025 rev T1) prepared by Thomasons
- External works layout plan (ref: 11325-050 Rev T2) prepared by Thomasons
- Cut and Fill and Earthworks Volumes (11325 – 900 Rev T1) prepared by Thomasons
- Foundation layout (11325-001 Rev T2) prepared by Thomasons

Technical note - 3232-01-TN01 prepared by Axis Transport Planning

Proposed site plan (ref: MH1314-07 Rev E) prepared by Bate and Taylor

Proposed external works plan (ref: MH1314-11 Rev B) prepared by Bate and Taylor

Photo of boundary treatment to north of site