

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136722/FO/2023

Date registered valid: 5 May 2023

Proposal: Erection of fire station (sui generis) including new training tower, parking and manoeuvring areas, landscaping and boundary treatment following demolition of existing fire station

Address: Blackley Fire Station, 1058 Rochdale Road, Manchester, M9 7EQ

Ward(s): Charlestown Ward

Applicant: Mr Graeme Morris, Greater Manchester Combined Authority

Agent (if any): Mr David Hamer, Bradshaw Gass and Hope LLP

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 August 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 1 June 2023

Standard consultations:

Printed: 12 May 2023 Expired: 2 June 2023

Neighbour notifications

Printed: 12 May 2023 Expired: 2 June 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building and surroundings

The application site relates to the existing Blackley Community Fire Station, situated on the eastern side of Rochdale Road.



View of existing fire station from Rochdale Road

The existing 'L' shaped building comprise two storeys, with an associated three storey tower to the rear. Due to the site topography the building lies in a lower position to main Rochdale Road frontage and appears as a single storey building with a lower ground level, largely hidden from view.

To the rear is a car park with 15 spaces and training yard accessed via an undercroft.

Vehicular access is served from Rochdale Road. The access junction for the existing site operates as a box junction, preventing south-bound traffic from blocking emergency vehicles. Emergency vehicle access and egress is prioritised with traffic warning lights, which signals traffic to stop when the lights are flashing

The site is adjoined to the north-east by a residential bungalow and the south by a vacant social club (VASA club) which comprises a single storey building set back from Rochdale Road, with an area of hardstanding to the front, formerly used as car park, surrounded by low level grass and tree planting along the boundary with the fire station.

To the south-east (rear) of the site is a small, wooded area, beyond which are two storey dwellinghouses. To the north-west, on the opposite side of Rochdale Road are dwellinghouses

The immediate area is predominantly residential in character, mainly comprising bungalows and two storey properties of various architectural styles. A short distance to the north is the M60 motorway.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for a replacement fire station following demolition of the existing structures.

The site would consist of a single, two-storey building with training yard, training tower, wash area and car parking.

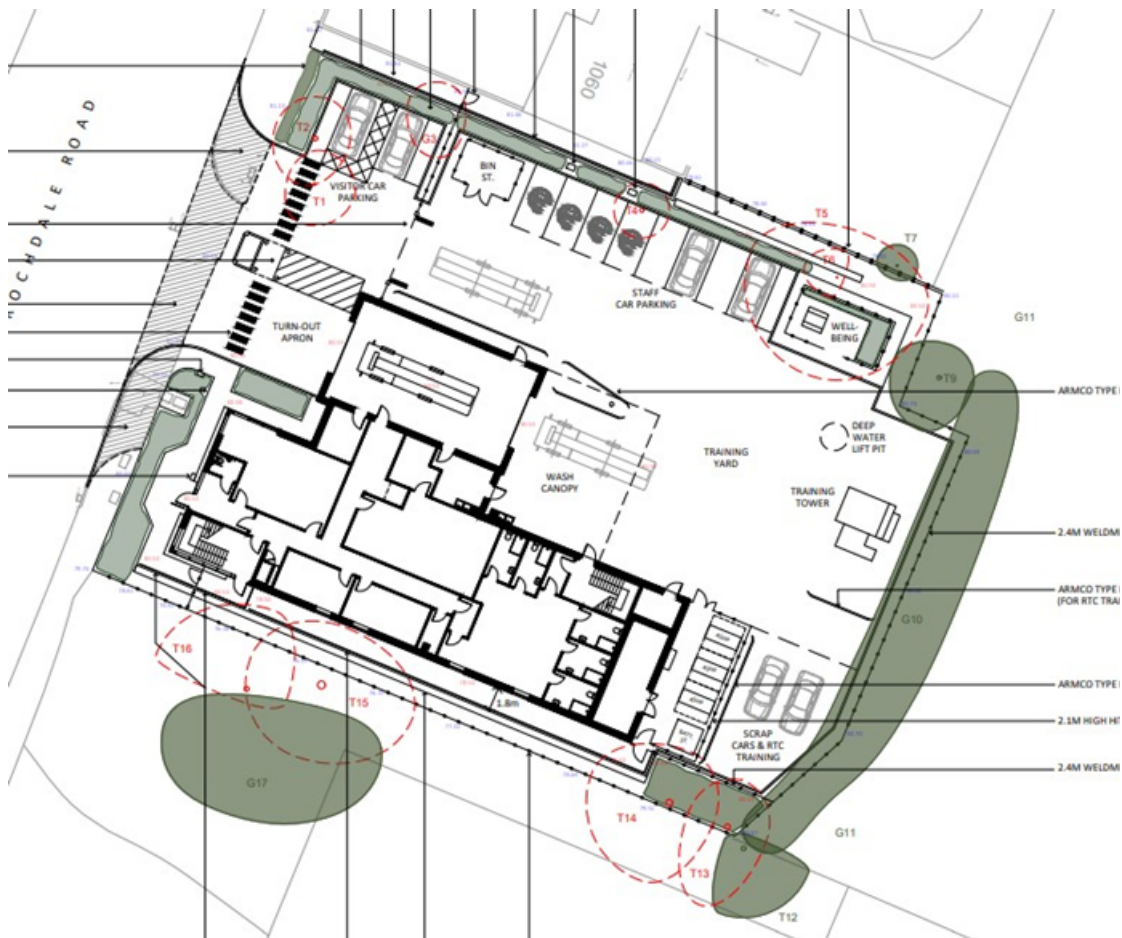
The building is proposed to be located to the southern side of the existing site and in comparison, to the existing building and site topography, would appear as a single storey, incorporating a lower ground level not seen from Rochdale Road



Principal elevation when viewed from Rochdale Road

To the front of the building is a turn out apron for emergency fire vehicles. The proposal involves highway alterations to the access including an extended and altered to the footway to form a new crossing point.

To the north-eastern side of the site, along the boundary with 1060 Rochdale Road is a parking area for staff and visitors, together with a bin store and well-being area.



Proposed site layout

To the rear of the site, situated within a central position, a new training tower is proposed, with an associated training yard. A cluster of ground level, air source heat pumps are sited to the rear of the building.

Consultations & Notification Responses

Local Residents/Occupiers – 1 representation has been received. Support is offered for the proposal, but concern is raised about the traffic light warning system not working, which ordinarily would allow fire vehicles to exit the station and for passing vehicles along Rochdale Road to stop/slow down. As the system is not working, fire vehicles leave the station with siren and lights, which causes disturbance to nearby residents.

Greater Manchester Ecology Unit (GMEU) - No objection on ecology grounds. There is good foraging habitat nearby, so the site could benefit from the installation of 3 x no bat roosting boxes, post-completion.

Highway Services – It is noted that the access junction for the existing site operates as a box junction, preventing southbound traffic from blocking emergency vehicles. Emergency vehicle access and egress is prioritised with traffic warning lights, which signals traffic to stop when the lights are flashing.

The proposed development will not see an increase the capacity of the unit. As such, no increase in vehicle trips is anticipated and therefore the proposals present no network capacity concerns. The proposed development is sited only within the private boundary and will not impinge onto the adopted highway.

The following comments are made:

Trip generation and junction capacity

The Transport Statement indicates a maximum of 10 two-way vehicle movements in the AM and 10 two-way vehicle movements in the PM to be generated by the development. It is also noted that these movements occur outside of the traditional highway peak hours of 08:00 - 09:00 and 17:00 - 18:00.

Parking and Access

The site will have 11 car spaces, including one disabled bay and four bays with electric vehicle (EV) charging facilities. Further clarification is sought to confirm the location of the parking bays. The vehicle tracking drawing shows that the vehicles can manoeuvre safely within the site. This is acceptable to Highways. Acceptable existing vehicle access is provided to the site. It is proposed that the existing site access will be retained in terms of configuration with this being slightly relocated to the north.

Off-site Highway Works

An off-site highways agreement will be required (for amendments to the existing adopted highway), necessary to achieve the alterations to the vehicular access from A664 Rochdale Road.

In order to maintain visibility and access, the access point will require the existing Traffic Regulation Orders (TROs) to be updated along the altered access point, these are in the form of no waiting and no loading at any time parking restrictions.

It is noted in submitted documents that the existing public footway will be altered to form a new crossing point with the existing crossing point being resurfaced and the existing public footway being extended. Dropped kerbs and tactile paving should be provided at all crossing points. Furthermore, the access junction for the existing site operates as a box junction, preventing south-bound traffic from blocking emergency vehicles, this will need relocating to be in line with the altered access point. Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements.

Cycle Parking

Sheltered and secure cycle parking will be provided on site, which is acceptable to Highways.

Boundary Treatment

The proposed boundary treatments will not affect the adopted footpath or highway. Gates will be set within the site to allow stacking space on site for vehicle access/egress. The 2.4 weldmesh security fence is to the rear and sides of the site and will not encroach on the adopted highway.

Waste and Servicing

Servicing and refuse arrangements are acceptable to Highways.

Construction/Demolition Management

Prior to the commencement of development, a Demolition and Construction Management Plan should be submitted and agreed.

Environmental Health – Conditions are recommended in relation to a Construction Management Plan, servicing hours, lighting, noise management, acoustic insulation, external plant equipment, electric vehicle charging and ground conditions.

United Utilities – Conditions are requested in relation to the need for a surface water drainage scheme and for its subsequent maintenance.

Flood Risk Management – Object to the planning proposal because it does not demonstrate consideration of the risk of an indicative culverted ordinary watercourse onsite (“Lionfield Brook”).

The following information needs to be provided as a minimum to the objection:

- Results of sufficient site investigation to prove or disprove the presence of the culvert onsite.
- Where proven present, survey results to show mapped route and condition.
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Where proven present, the applicant is expected to submit a masterplan, which takes account of the culvert location, including any proposed diversion/realignment plans, and illustrate appropriate easements

-Following further site investigation work carried out by the applicant, the objection is lifted. No evidence of a culvert structure was found. Conditions are advised in relation to surface water drainage and its subsequent maintenance.

Planning History

097541/AO/2011/N1

Installation of new signage to front elevation of fire station building with associated external illumination. Approve 2 March 2012.

021025

G.M.C.DEVELOPMENT Provision of temporary building to house 2 fire appliances. *Approved 6 March 1984.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Saved policies DC26 and E3.3 of the UDP;
- Policies DM1, SP1, T2, EN4, EN5, EN14, EN16-19 of the Core Strategy;
- Guide to Development in Manchester (SPD);
- National Planning Policy Framework (NPPF).

Issues

Principle

The principle of the proposed development is considered acceptable.

The proposed development relates to a replacement fire station and forms a vital community resource for the wider area.

The proposal would make efficient use of space available to provide a modern, fit-for-purpose emergency facility, whilst providing environmental improvements due to the inclusion of renewable technologies and modern building techniques. The proposed development would also allow for visual enhancements, as a consequence of the design, which would uplift the appearance of the street-scene.

Other than the impact of siting, the impact of the proposed development would be largely the same as the existing facility. On this basis, the proposal is considered to accord with the aforementioned policy and guidance. The relevant issues are outlined further below.

Site Layout

The proposed building is focused to the left-hand side of the site when viewed from Rochdale Road and would provide an active frontage onto Rochdale Road.

Through the rationalisation of the space available, the rear of the building would allow for an enlarged training area, with parking relocated along the north-eastern boundary.

The building has been sited further away from the nearest residential property to the north-west and through the inclusion of a greater separation distance, would lead to improvements to neighbouring occupiers in terms of visual impact.

Design, Scale and Appearance

The proposed building is two-storey, with only a single storey visible from the main Rochdale Road frontage above ground level.

The building is of comparable scale to neighbouring building and given the space around the building, the proposed development sits comfortably with the street-scene, without appearing at odds or out of scale.

The building encompasses a straightforward, but contemporary design, with a material palette that includes aluminium framed windows, glazing, colour collated standing seam cladding (grey), curtain walling and lower-level brickwork. The materials combine to produce contrast and colour to the elevations and a level of transparency to the principal elevation.

It is considered that on balance the proposed design is of a satisfactory and offers a building that is sympathetic to the scale and appearance of the immediate area and which relates to neighbouring buildings, with no significant harmful effects.

Residential Amenity

The proposed development is situated adjacent to the main, busy radial route of Rochdale Road and experience a large volume of traffic and associated background noise levels.

As the proposal relates to the replacement of an existing facility and would not lead to any intensification of use, the impacts in terms of activity levels and any associated noise and disturbance are considered less than significant in comparison to the existing use and would merely maintain existing environmental conditions.

As a safeguard, conditions have been included in terms of acoustic insulation, external equipment noise levels and the operation of a Noise Management Plan for the external areas.

It is believed with these controls, the impact to the local noise environment and existing background noise levels would be satisfactory.

In terms of the physical presence of the proposed building, it is not considered there would be any significant effects.

The building is of a comparable scale to both the existing building and that of neighbouring residential properties. Due to the building being sited further away from the adjoining bungalow at 1060 Rochdale Road, the proposed building would represent an improvement in terms of its any dominance or intrusion. There are no other buildings situated immediately nearby that would be impacted by the proposed building.

A training tower is proposed to the rear of the proposed building. Given its height, central position, separation distance to the side boundaries and its likely limited use, it is not considered that any significant overlooking would result.

Whilst parking is introduced along the north-western boundary, fencing and soft landscaping would serve to act as a buffer which would obscure views of the parking, whilst limited any noise impact.

In terms of any overlooking or loss of privacy, the position of windows to the north-western elevation facing the neighbouring bungalow are limited and do not relate to habitable space. The proposed building has been sited further away from the common boundary than is currently the case and given the separation distance and relationship between facing windows, it is not considered any harmful impact to neighbouring living conditions would result.

To the south-eastern facing elevation, the originally proposed scheme included a number of windows at both ground and first floor level. With the building being sited only 1.8 metres away from the boundary, the Council raised concerns about the potential for overlooking of the neighbouring site, which could prejudice its redevelopment.

Although it is acknowledged that the relationship would be similar to that of the existing situation due to the presence of windows facing the boundary on the existing building, new development should be expected to represent an improvement, particularly in relation to residential amenity.

As a result, revision have been made to the proposal for the inclusion of element of obscure glazing up to eye level, to the first floor windows, in order to limit the potential for any overlooking.

On this basis, the impact to amenity is considered satisfactory. A condition has been included to agree the specification of the obscure glazing and for it to remain in situ in perpetuity.

Highway Impact

The proposed development would not result in an increase to the capacity of the fire station. As such, no increase in vehicle trips is anticipated. Highways raise no concerns from a

network capacity perspective.

In terms of parking, 11 car spaces are proposed, including one disabled bay and four bays with electric vehicle (EV) charging facilities. This level of provision is considered appropriate given the nature of the existing use and as is the current situation, is unlikely to result in any overspill parking onto surrounding streets.

Sheltered and secure cycle parking would be provided on site to supplement the parking and offer an alternative to travel by car. The level of provision is considered acceptable.

The proposal includes some alterations to the access arrangements to Rochdale Road. Specifically, an amendment of the access and an extension of the adjoining footway

In order to maintain visibility and access, the access point will require the existing Traffic Regulation Orders (TROs) to be updated along the altered access point, in the form of no waiting and no loading at any time parking restrictions. Dropped kerbs and tactile paving would be required at all crossing points and the access junction for the existing site which operates as a box junction would need relocating to be in line with the altered access point. Such works will require S.278 agreement. A condition has been included to ensure these works are implemented within a reasonable timescale, in the interests of highway safety.

Ecology

The site is considered to be of low ecological significance.

Greater Manchester Ecology Unit were consulted as part of the application process. No objections based on ecological issues are raised.

It is considered that there is good foraging habitat nearby, so the site would benefit from the installation of 3 x no bat roosting boxes, post-completion. A suitable condition requiring bat boxes is therefore included which would represent a suitable bio-diversity enhancement.

Trees and Landscaping

The site predominantly comprises hard landscaping with a number of trees to the site perimeter.

The application has been accompanied by an Arboricultural Impact Assessment and Method Statement.

The report identifies a total of 12 individual trees and 5 groups of trees at the site.

The proposed development would require the removal of 1 category B tree (Sycamore) and 6 category C trees and 1 group of trees (Cherry, Sycamore and Whitebeam species) along with pruning to tree as identified as being capable of retention.

Due to the constraints of the site and the nature of the development, the site includes limited potential for replacement tree planting and already includes heavy tree cover to the rear boundary.

The proposal includes areas of new hedgerow and soft planting to the frontage and along the north-western boundary between the parking area and the adjoining residential bungalow.

In this case, given that the trees proposed to be removed are not statutorily protected and are not of significant amenity value existing, plus the introduction of a higher quality soft

landscaping than is currently the case, the proposed tree loss can be sustained. The public benefits derived from a new fire station are considered to outweigh the tree loss in this instance.

Boundary Treatment

Initial concerns were raised by the Council regarding the screening offered and the noise limiting potential of the boundary treatment.

Following negotiations revised boundary treatment details have been received.

To the rear boundary, 2.4 metre high weld mesh fencing is proposed. To the side boundaries, 2.1 metre high, solid timber fencing is proposed, behind which is further 2.4 metre high weld mesh fencing. The site frontage is largely open, with the exception of an automated security gate.

It is considered that on balance, the boundary treatment offers an acceptable mix in terms of site security to a vulnerable site and visual/noise screening to neighbouring sensitive properties.

Waste Management

The proposed site layout shows a new bin store area along the north-western boundary. To ensure a satisfactory level of provision, recycling arrangement and appropriate collection, a condition has been included which requires the submission and agreement of a detailed waste management strategy prior to the fire station becoming operational.

Drainage and Flood Risk

Flood Risk management raised concerns regarding the proposed development the submission did not demonstrate consideration of the risk of an indicative culverted ordinary watercourse onsite ("Lionfield Brook"). Further site investigation work was considered necessary to prove or disprove the presence of the culvert under the proposed building.

The site investigation have subsequently revealed that no evidence of a culvert structure was found. Conditions are however advised in relation to surface water drainage and its subsequent maintenance.

Ground Conditions

Whilst a Phase 1 Desktop Study was submitted as part of the application, the conclusion of which is accepted by Environmental Health, it is advised that details and recommendations for the scope of the ground investigation and gas assessment be provided prior to the Phase II investigation being conducted. An appropriate condition has been included which requires the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Climate Change

City Council policy requires that new development focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The site is situated within a highly sustainable location with good access to public transport and within walking distance of the nearby local amenities.

The proposal harnesses the objectives of sustainable development as advocated by the National Planning Policy Framework (NPPF), which seeks to provide development in sustainable locations, which will support strong, vibrant and healthy communities and contribute to building a strong, responsive and competitive economy.

The proposal is supported by an Environmental Standards Statement which indicates that the proposed development would target an 'excellent' BREEAM rating.

Pursuant to policy EN4 of the Core Strategy, the proposal has been designed to include several sustainable design features. The measures proposed to be adopted include high efficiency LED lighting, optimised glazing to ensure excellent thermal performance combined with solar shading to minimise summer solar gains and maximise daylight factors, enhanced building fabric and air tightness characteristics beyond Part L building regulations standards and natural ventilation used where possible. The proposed development also incorporates air source pumps, utilising a thermal store to feed underfloor heating and radiators throughout the building, with supplementary photovoltaics and battery storage provided to offset the electricity demand. Electric vehicle charging points are to be provided the new car park area.

A condition is included which will require verification as to environmental standards achieved to reflect those outlined within the Environmental Standards Statement, as well as for the development to achieve a minimum 'very good' BREEAM rating.

Air Quality

Any impact during construction would be limited and temporary in duration. Mitigation measures would be implemented to reduce dust emissions and through the use of good practice control measures via the implementation of a Demolition/Construction Management Plan, air quality factors are not considered a constraint to development of the site. A condition has been included to ensure the mitigation measures detailed within the assessment, during and post construction are adhered to, as well the need to implement a Demolition/Construction Management Plan.

Construction Management

The submitted Construction Management plan needs to include a full statement to demonstrate how fugitive dust emissions will be controlled from the site to prevent dust escape to the wider environment and nearby receptors. Details of monitoring and all dust suppression / mitigation to be employed should be included in the plan.

To make sure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of an amended construction management/demolition plan which details these requirements, along with working practices, and working hours.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

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

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

2) No above ground development that is hereby approved 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. The development shall only be implemented in accordance with the agreed details.

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 Manchester Core Strategy.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings referenced 1978.35.1251/P1, Q11202 - 02, Q11202-01 and 1552 P2 received by the City Council as Local Planning Authority on 11 April 2023, drawings referenced 1978.35.1352/P3, 1978.35.1553/P2 and 1978.35.1254/P2, received by the City Council as Local Planning Authority on 13 April 2023 and drawings referenced and 1978.35.1453/P6, 1978.35.1452/P7, 1978.35.1253/P5 and 1978.35.1651 P2 received by the City Council as Local Planning Authority on 22 June 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

4) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. A post construction review certificate(s) shall be submitted to and approved in writing by the City Council as Local Planning Authority within 12 months of occupation of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

5) The development hereby approved shall be carried out in accordance with details contained with the Environmental Standards Statement produced by Harley Haddow dated 3 May 2023 and received by the City Council as Local Planning Authority on 9 May 2023. A post construction review certificate/statement shall be submitted for approval within 3 months post final construction of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

6) Notwithstanding details submitted, prior to the commencement of development, a construction management/demolition 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:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management plan.

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

7) The development hereby approved shall be implemented in accordance with the submitted Phase I Geo Environmental Investigation (Ref: 3866b-01) dated February 2023, prepared by IGE Consulting and received by the City Council as Local Planning Authority on 11 April 2023. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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.

8) When the development commences (excluding demolition), the development shall be carried out in accordance with a 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

9) Notwithstanding details submitted, prior to commencement of development (excluding demolition) a scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the use of the building commencing.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;

-Hydraulic calculations of the proposed drainage system;

-Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change;

-Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

-Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

-Construction details of flow control and SuDS elements;

-Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

10) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a 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:

- A 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 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 Manchester Core Strategy.

11) The development hereby approved shall be fully implemented in accordance with the boundary treatment shown on drawing referenced 1978.35.1253/P5, received by the City Council as Local Planning Authority on 22 June 2023. The boundary treatment shall be completed before the development hereby approved is occupied and shall thereafter be retained.

Reason - In the interests of security and visual amenity, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

12) The development hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and

approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) The car parking area indicated on drawing referenced 1978.35.1253/P5 received by the City Council as Local Planning Authority on 22 June 2023 shall be surfaced, demarcated and made available for use prior to the building being occupied. The parking area shall be available for use at all times whilst the development is operational.

Reason - To ensure that there is adequate car parking for the development proposed, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

14) The electric vehicle charging points shown on drawing referenced 1978.35.1253/P5, received by the City Council as Local Planning Authority on 22 June 2023, shall be installed and operational prior to the development hereby approved being occupied and shall be retained thereafter.

Reason - In the interest of air quality, pursuant to policies DM1 and EN16 of the Manchester Core Strategy.

15) The development hereby approved shall not be occupied until space and facilities for staff and visitor bicycle parking has been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning authority. The bicycle parking shall be secure and weatherproofed and shall then be retained and permanently reserved for bicycle parking thereafter.

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.

16) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full prior to the fire station becoming operational and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

17) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

18) The development hereby approved shall only be implemented in broad accordance with the security specifications, as outlined within sections 8, 9 and 10 of the submitted Crime Impact Statement (Ref: R022CIS-GS-SY-ZZ-RP-Y-0001-S4-A), received by the City Council as Local Planning Authority on 11 April 2023. The specific measures shall be implemented prior to the building hereby approved becoming operational.

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

19) The development hereby approved shall only be implemented in accordance with the methodology and mitigation measures detailed within the submitted Arboricultural Impact and Method Statement produced by Pennine Ecological, received by the City Council as Local Planning Authority on 11 April 2023.

Reason - In order avoid damage to trees adjacent to the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

20) Notwithstanding details submitted, the development hereby approved shall not be occupied until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

21) Prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Namely, the provision of 3 x bat roosting boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

22) a) Notwithstanding details submitted, the building hereby approved shall be acoustically insulated and treated to limit the break-out of noise in accordance with an updated noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the use commences.

b) Prior to occupation of the building hereby approved a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenity of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

*The submitted assessment has not included the proposed residential properties on the land directly next to fire station site which will introduce closer receptors than those used in the assessment.

*The assessment should include an assessment of any sirens or amplification, such as PA systems associated with the development, including assessment of any amplification or sirens in the training yard.

23) a) Any externally mounted ancillary plant, equipment and servicing to be installed 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 its installation, 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 any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved 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, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

24) Prior to the development hereby approved becoming operational, a Noise Management Plan (NMP) for the use of the external areas and training yard shall be submitted to and approved in writing by the City Council as Local Planning Authority. The NMP shall include an assessment of noise from all activities associated within external areas. The scheme shall be implemented in full before the use commences and thereafter retained.

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

25) Before first occupation of the development hereby approved, the windows to the proposed side, southwestern elevation indicated on drawings referenced 1978.35.1452/P7, 1978.35.1453/P6 and 1978.35.1651/P2, received by the City Council as Local Planning Authority on 22 June 2023 shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of prospective occupiers of the adjacent site from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

26) Prior to occupation of the development hereby approved, full details of all necessary off-site highway works, to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- The reinstatement of any redundant vehicle crossovers adjacent to the application site, along with the resurfacing/reinstatement/extension of associated footway;

- Dropped kerbs and tactile paving should be provided at all crossing points;

- The access point to Rochdale Road requires the existing Traffic Regulation Orders (TROs) to be updated along the altered access point, in the form of no waiting and no loading at any time parking restrictions;

- Any alterations to the existing box junction to align with the altered vehicular access point.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

MCC Flood Risk Management

GM Fire Rescue Service

Northwards Housing, Damhead Neighbourhood Office, White Moss Road, Manchester, M9 6NZ

1213 Rochdale Road, Manchester, M9 7EG

1219 Rochdale Road, Manchester, M9 7EG

1217 Rochdale Road, Manchester, M9 7EG

1215 Rochdale Road, Manchester, M9 7EG

Vasa Club, White Moss Road, Manchester, M9 6EF

1020 Rochdale Road, Manchester, M9 7HD

2 Ordell Walk, Manchester, M9 6EB

1223 Rochdale Road, Manchester, M9 7EG

1221 Rochdale Road, Manchester, M9 7EG

1060 Rochdale Road, Manchester, M9 7EQ

Appendix 2 – Planning constraints

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

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: NORTH AREA

