

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133940/FO/2022

Date registered valid: 13 June 2022

Proposal: Removal of existing temporary structures at existing car wash to erect a new purpose built building to enhance existing car wash and vehicle tyre facilities whilst retaining existing convenience store and upgrading existing canopy. No change to existing established use.

Address: Central Car Wash, Stockport Road, Manchester, M13 0LF

Ward(s): Ardwick Ward

Applicant: Ghani Central Car Wash, 351 Stockport Road, Manchester, M13 0LF

Agent (if any): Mr Muneeb Lokasher, ML Design, 4 Fairview Avenue, Manchester, M19 2AN

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

Recommendation: Approve

Date of recommendation: 11 January 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 29 July 2022

Standard consultations:

Printed: 15 June 2022 Expired: 6 July 2022

Neighbour notifications

Printed: 8 August 2022 Expired: 29 August 2022

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 at the north-west junction of Stockport Road and Richmond Grove East. The application site comprises of a variety of commercial and retail uses operating within single storey buildings. The primary use of the site is as a car wash that operates from a single storey building a beneath a canopy retained from the former use as a petrol filling station. The area immediately to the north of the site comprises of car sale and vehicle repair businesses with the Jamala Masjid Mosque and academy beyond. GMP Longsight has its station opposite the site on the western side of Stockport Road. The area to the south of the site is predominantly residential.

The adjacent section of highway comprises of a bus lane with a single yellow line TRO and left turn only restriction into Richmond Grove East. The junction of Stockport Road and Richmond Grove East incorporates a light controlled pedestrian crossing.



Fig. 1 – Views of the site from Stockport Road



Fig.2 – Views of the site from Richmond Grove East



Fig. 3 – Views of the application site

Description of development

The development would involve the formation of a 2-storey building with a monopitched roof. The ground floor element of the new building would be incorporated into the existing and retained single storey grey clad retail shop. Built form would have an L-shaped configuration with a replacement canopy covering the open space and extending across the roof of the retained shop. The canopy would be supported by upright posts with a flat roof with a maximum height of 8.52 metres. It would incorporate a glazed section to allow natural light to permeate to the car wash area below. The new building would incorporate cladding punctuated with display windows at the ground floor with significant section of glazing to the first floor. The position of the canopy would secure a set back to the first floor element, which would also over sail the ground floor to secure a recessed entrance to the building. The ground floor shop would maintain its existing configuration, apart from changes to its roof and the formation of a doorway to facilitate access to a new storeroom in the new building.

The new floorspace would comprise:

Ground floor – External car wash area, customer waiting room, reception WC staff welfare facilities storage and 3 tyre fitting bays.

First floor (mezzanine) – Open plan working area and access to a small outdoor terrace with a glazed balustrade.

The existing on an out arrangement for vehicles visiting the car wash from Stockport Road would be retained. The applicant has indicated the formation of 12 standard and on accessible car parking spaces within a landscaped setting and accessed from Stockport Road. Access to the tyre fitting bays would be accessed via Richmond Grove East across land that has been identified as owned by the applicant. The operation of the retail unit would be maintained as existing. The car wash and tyre fitting business would operate between the hours of Monday to Saturday: 9.30 and to 6.00pm, Closed Sunday.

Site history

109423/AOH/2015/N2: Approved - 09.09.2015

351 Stockport Road, Longsight, Manchester, M13 0LF

Installation of free-standing illuminated digital advertisement board to replace existing free-standing vinyl internally illuminated advertisement board

096330/FO/2011/N2 Permitted Development - 11.07.2011

351 Stockport Road, Longsight, Manchester, M13 0LF

Formation of 9 car parking spaces and relocation of bin store in association with the use of existing buildings for MOT testing, car servicing and car repairs

094326/AOH/2010/N2: Application Refused - 23.11.2010

353 Stockport Road, Ardwick, Manchester, M13 0LF

Retrospective application for the installation of a double-sided, internally illuminated free-standing advertising unit

092234/FO/2010/N2: Approved - 16.09.2010

351 Stockport Road, Ardwick, Manchester, M13 0LF

Erection of a new single storey office and sales building and canopy in association with existing car wash and car hire business, and formation of associated storage compound with gates and alterations to existing vehicular access following demolition of existing buildings

090622/FO/2009/N2: Approved - 09.10.2009

351 Stockport Road, Longsight, Manchester, M13 0LF,

Erection of a single storey portal frame building to form car repairs and servicing garage in association with existing business

057516/FO/NORTH2/99: Approved - 30.11.1999

351 - 363, Stockport Road, Longsight

Construction of 2m. high palisade fencing to side and rear boundaries, and powder coated 2m high Paladin Axis Fencing to front boundary.

052722/AO/CENTL2/97: Approved - 06.10.1997

Mercury Filling Station, Stockport Road Longsight

Replacement forecourt signage including new pole and fascia signs

041712: Application Approved - 17.07.1992

351, Stockport Road, Longsight.

Extension at front of existing vehicle repair workshop to accommodate M.O.T testing equipment and new office

035845: Application Refused - 19.04.1990

Vacant site, corner of, Richmond Grove East/South, Street, Longsight.

Erection of new vehicle repair workshop and M.O.T. testing station

F13279: Approved - 02.07.1980

Mercury Filling Station, Stockport Road, Ardwick.

Redevelopment of existing petrol filling station.

F11279: Application Approved

Site bounded by Stockport, Street/Richmond Grove, East/South Street, Longsight.

Erection of a 2-storey building to form a Day Care/Family Centre for 36 children and staff living accommodation, after demolition of existing warehouse.

F/AD03370: Application Approved - 30.07.1981

Mercury Filling Station, Stockport Road/Richmond, Grove East, Longsight.

A) Illuminated identification pole sign in forecourt of petrol filling station. B) Illuminated totem pole sign in forecourt. C) Illuminated fascia box sign on canopy. D) Illuminated circular box sign mounted on kiosk wall.

Consultations & Notification Responses

Local residents – No comments received.

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

- i. The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of local bus services.
- ii. It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.
- iii. Vehicle and pedestrian access arrangements remain unaffected.
- iv. On-site car parking is being regulated with thirteen spaces provided of which one is for disabled use. Each standard parking space should be a minimum of 2.4 x 4.8m and the accessible space 3.6 x 6m with 6m aisle widths between. It is recommended that vehicle tracking is provided to verify that the necessary manoeuvres can be undertaken.

- v. The provision of electric vehicle charging for customers is supported. The specification of the number of charge bays to be provided and the charging capacity of the units should be provided.
- vi. It is recommended that secure cycle parking be provided within the site for use by staff.
- vii. The development should be supported with an appropriate waste management plan, although it is anticipated that the existing arrangements would be maintained.
- viii. Boundary treatment proposals are acceptable to Highways.
- ix. It is recommended that the development be related to a demolition and construction management plan.
- x. Any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements should be agreed with the City Council as local highway authority.

Environmental Health - The following comments have been made:

- i. A construction management condition is recommended;
- ii. The development should be conditioned to agreed opening hours
- iii. The installation and operations of external plant and equipment should be related to a scheme of acoustic insulation.
- iv. An acoustic insulation condition is also recommended to control the outbreak of noise from the application property.
- v. A condition is recommended limiting deliveries, servicing and collections, including waste collections, to the hours of 7:30 am to 8:00 pm, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.
- vi. The development should be related to a condition to ensure comprehensive arrangements for the storage of waste and recycling storage and collection
- vi. The development should be related to a condition that ensures the undertaking of an air quality impact assessment together, which should include details of mitigation measures to safeguard local air quality.
- vii. The Phase I report is acceptable. However, the applicant will need to submit the Phase II report, remediation strategy and validation and completion report when available.

Flood Risk Management Team – A pre-commencement condition is requested to ensure that the development is related to a surface water drainage scheme for the site based on sustainable drainage.

United Utilities Water PLC – No comments received.

Greater Manchester Police Design for Security – No objections but the following recommendations have been made regarding the incorporation of security measure as part of the development:

- i. Any external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards.
- ii. Any glazing in external doors, ground floor or easily accessible windows should include at least one pane of laminated glass rated as P4A under EN 356.
- iii. If cash is to be kept within the property overnight then a time delay safe certified to LPS 1183 should be installed and kept within a secure room that is only accessible by the members of staff .
- iv. Any staff areas that are to be included within the property should be access controlled and restricted to members of staff only.
- v. Dusk 'til dawn lighting should be installed to all external doors.
- vi. An intruder alarm should be installed with contacts on all external doors and with movement detectors in all ground floor rooms with windows. The alarm should be monitored by an appropriate body.

- vii. Security fencing should be installed to deter intrusion as the location is open plan and vulnerable to vehicle theft, or if this is not cost effective, CCTV should be installed to provide extra security given the open nature of the site.
- viii. The CCTV on the premises will need to be reviewed to determine whether existing coverage will be hindered by the construction of the proposed canopy and if so, arrangements should be made to ensure that the CCTV camera within the vicinity of the proposal is located to cover the necessary areas required.

Greater Manchester Ecology Unit – No specific comments are issued but the following general advice is issued.

- i. Protected species can be found unexpectedly places and should planning permission be granted, it is recommended that an informative be included to advise of the need to safeguard biodiversity and to make the applicant aware that they must seek and implement ecological advice should they find or suspect that the proposals will impact on protected species.
- ii. Planning guidance within the NPPF (para 174d, 179b and 180d) encourages enhancements and net gains for biodiversity to be delivered through the planning system. It may not be possible to enhance biodiversity in this case given the lack of green space within the application site.

Issues

National Planning Policy Framework - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

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. However, paragraph 11 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted. The Framework has been related to the proposed development, with particular emphasis given to the following:

- i. Chapter 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.

It is considered that the development is related to a use that would operate within the context of similar uses. The site is located within a commercial / industrial area. The area is characterised by notable noise, activity and disturbance. It is considered that the application presents an opportunity to improve the existing circumstances through improvements to the management of the site. Chapter 8 would therefore be positively responded to.

ii. Chapter 11: Making effective use of land – States that planning decisions should promote an effective use of land and make as much use as possible of previously-developed or 'brownfield' land. It is considered that the development would accord with these objectives.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In considering this application consideration has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

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 relates to a use, which is related to an immediately industrial context. It is not apparent the development, in itself, would significantly change the existing circumstances with regard to the operation of the site and its relationship to the surrounding area, including nearby housing. Moreover, the proposal presents opportunities for improved site management through the included operational conditions. The development thereby accords with policy SP1.

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 provide a small scale employment use and the opportunity to maintain some existing building operations within the site. The development would thereby positively contribute to the local economy and comply with policy EC1.

Policy EN 14 (Flood Risk) - Requires an assessment of flood risk and drainage. In this case the development has been assessed by the Flood Risk Management Team and the requested drainage condition has been included to secure compliance with policy EN14 would be positively responded to.

Policy EN 16 (Air Quality) - States that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. The proposals have been assessed by Environmental Health who have requested measures to further mitigate any impact on air quality. The above measures have been related to the development by condition and will be supplemented by a condition to secure the provision of EV charging points. Policy EN 16 would thereby be accorded with.

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 it is considered that the site has the capacity to accommodate waste management and recycling within the application building suitably designed external enclosures. The details of a waste management and recycling condition have been related to the development as a pre-occupation condition. Compliance with policy EN19 would therefore be achieved.

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. Given the nature of the proposed use there is localised traffic generation but this has been assessed and considered to be predictable and capable of being absorbed into the highway network. This would be aided through the opening hours and the operational arrangements. Given the constraints of the site there is limited scope for cycle storage but some provision for staff could be accommodated with in the site and the development has been conditioned accordingly. The application site is accessible via public transport that could be utilised by staff. On this basis, it is considered that policy T1 would be positively responded to.

Policy T2 (Accessible areas of opportunity and need) – It is considered that the development presents an opportunity to improve the operation of the site without significant increase in traffic flows to and from the site. It is considered that policy T2 would be positively accorded 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:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Effects on amenity;
- Accessibility;
- Community safety and crime prevention;

- Design for health;
- Refuse storage and collection.

The above points within policy DM1, have been related to the development. It is considered that the continued use of the premises and its external areas would be related to the noise environment created by neighbouring uses and traffic noise along Stockport Road. Additional impacts would be addressed through conditions to safeguard the amenity of residents of Richmond Grove East and South Street. It is considered that the development would be consistent with the existing use of the site and there would not be a significant change to the existing circumstance. The proposed operational conditions would improve site management with improved built form and site configuration. On balance policy DM1 would be accorded with.

Unitary Development Plan (UDP) saved policies - The following saved policies are considered to be relevant:

Part 2 policy

Policy DC26 Development and noise - The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 - The Council uses 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.

Environmental Health have assessed the proposal with regard to its location and the nature of its operation as set out in the site management plan. Notwithstanding the context of the site, it is considered conditions should be put in place to ensure the appropriate insulation of the building and equipment to safeguard the amenities of local residents. On this basis, it is considered that policy DC26 would be accorded with.

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 application to 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. Officers have engaged with the applicant to regarding potential conditions to ensure that the operation of the development can be appropriately managed. On the basis of these discussions and the submitted drawings and documents, sufficient information has been provided to allow the appropriate assessment of the development site.

Principle of the development – The proposal is consistent with the existing activities that take place within the application site. The development presents the opportunity to improve the quality of built form within the site to the benefit of the streetscene and the amenities of the area. The development would provide management arrangement for car parking and the future operation the development is capable of being managed through the recommended conditions. The principle of the development is therefore considered to be acceptable.

Siting – The existing arrangement of buildings substantially covers the application site. The development would replicate these circumstances through the formation of a cohesive development. The development would not significantly affect the established relationship of the built form to the Stockport Road and Richmond Grove East junction. The most significant change in increase height would be mitigated by its setting away from the canopy edge and its roof composition. It is not considered that the development would significantly affect the relationship of the site to neighbouring houses. The development would achieve an appropriate setting due to retained space around it.

Height, scale and massing – The proposed mono-pitched roof would have a maximum height of 8.5 metres falling to 7.4 metres. This arrangement would lead to the formation of angled glazing that would relieve the solidity and massing of the upper floor elevations. The arrangement of glazing at ground floor level would have the same effect. It is considered that the arrangement of the roofscape and the maximum height of the building would be appropriate at a junction location.

Design – The proposed elevations would comprise of a mix of render punctuated with glazed panels at ground and first floor level. It is considered that the existing blue brickwork to the retained shop unit would contribute positively composition of the building. The development would incorporate a flat roof canopy that would project from the principal at ground and first floor level. The first floor element would comprises of a monopitched roof in profiled metal. The setting back of the first floor elevation would facilitate glazing to the canopy roof. Definition would be added to the elevations through the inclusion of fascia detailing at ground and first floor level. The development would secure a cohesive design response. The design is considered to be acceptable subject to the conditioned approval of materials.

Residential amenity – The development would not materially affect the relationship of the site to neighbouring houses as the existing operations would continue to be undertaken. Moreover, the continuation of the existing operations in accordance with the submitted schedule of condition would potentially improve these circumstances through the delivery of more structured site management. The appearance of the proposed building would be beneficial to the streetscene and would contribute positively to the quality of the local built environment. It is not considered, therefore, that the development would unduly harm residential amenity.

Security and crime reduction – The application site benefits from natural surveillance due to its prominent location at the junction of Stockport Road and Richmond Grove East. The site is positioned within a wider site that has existing robust northern, eastern and southern boundary treatments. The applicant has indicated the formation of paladin fencing to prior to site boundary. However, as discussed below it is considered that these details need to appropriately address site security for Stockport Road. The recommendations of GMP Secured by Design are related to the development as an informative. It is considered that appropriate security measures can be delivered as part of the development.

Boundary treatment – Whilst the proposals for the enclosure of the northern and eastern boundaries with 2 metre high paladin fencing are acceptable, the formation of bollards to the Stockport Road boundary would not secure appropriate demarcation and site security. A condition has therefore been included to ensure the provision of appropriate boundary treatments.

Highways issues – As the development relates to an existing use, Highways are satisfied that there would not be a significant change in the existing circumstances with regard to traffic generation. Access to and egress for the application site would be via and in and out arrangement to Stockport Road. Access to the tyre fitting bay would be gained via and existing

vehicle entrance on Richmond Grove East and across land identified as being in the applicant's ownership.

Cycle storage – The applicant has indicated that cycle storage would be provided on-site. A condition has been included requiring confirmation of the siting, capacity and specification of cycle storage within the site.

Waste and recycling management – The applicant has not submitted a waste and recycling management plan as part of the development. However, the submitted drawings have indicated the provision of a tyre store that appears to have the capacity of waste storage, including use tyre pending disposal. The provision of a waste management plan has therefore been included.

Opening hours – The retail use is an existing business operation that would be retained on site. In these circumstances, it would be unreasonable to seek any alteration of the current opening hours of Monday to Saturday: 7.00 am to 10.00 pm and Sunday 8.00 am to 10.00 pm. A condition has been included to restrict the opening hours for the undertaking of vehicle washing and valeting and the undertaking of tyre fitting shall not be open outside the following hours: Monday to Saturday (including bank holidays): 9.30 am to 6.00pm, Closed Sunday.

Servicing – The undertaking of loading or unloading, servicing and / or deliveries, including waste collections, has been related to the following conditioned hours: Monday to Saturday: 7:30 am to 8:00 pm with no deliveries/waste collections on Sundays/Bank Holidays.

Demolition and construction management – The usual construction management plan condition has been amended to secure the approval of measures to control the demolition of the building. This is considered necessary to secure appropriate measures to safeguard residential amenity.

Air quality – The condition recommended by Environmental Health has been included. As the use is established that the focus of the assessment would need to be related to improvements to the existing circumstances. These improvements would include the provision of electric vehicles charging points that would be required delivered through a separate condition

Electric vehicle charging points – Within the submitted design and access statement, the applicant has expressed an intention to provide electric vehicle charging points as part of the development. The provision of such measures have been related to the development by a condition, which will also positively contribute to measures to safeguard air quality.

External lighting – A condition has been included to manage glare from any lighting to be installed as part of the development.

Conclusion – It is considered that the proposals represent a continuation of the existing uses within the site. The attached operational conditions would secure the more appropriate operation of the site to the benefit of the character and amenities of the area.

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. Officers have engaged with the applicant to regarding potential conditions to ensure that the operation of the development can be appropriately managed. On the basis of these discussions and the submitted drawings and documents, sufficient information has been provided to allow the appropriate assessment of the development site.

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 31 May 2022, 13 June 2022:

Planning application forms

Proposed Ground Floor Plan Ref: 1147/0200 Rev H

Proposed Mezzanine Floor Plan Ref: 1147/021/Rev H

Proposed Roof Plan Ref: 1147/0220 Rev G

Proposed Elevation Drawings Ref: 1147/0300 Rev C

Proposed Elevation Drawings Ref: 1147/0310 Rev C

Proposed Location Plan Ref: 1147/0405 Rev A

Proposed Location Plan Ref: 1147/0410 Rev C

Proposed Visuals – Massing Ref: 1147/0500 Rev G

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) Before the commencement of above ground construction work, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, which shall be maintained in situ at all times thereafter.

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

4) Prior to the commencement of the development hereby approved, a detailed demolition and 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. Dust suppression;
- iv. Compound locations where relevant;
- v. Location, removal and recycling of waste;
- vi. Routing strategy and swept path analysis;
- vii. Parking of construction vehicles and staff;
- viii. Sheeting over of construction vehicles;
- ix. Parking of construction vehicles and staff;
- x. Sheeting over of construction vehicles.

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) The development hereby approved relates to operation of a car wash, tyre fitting business and retained retail convenience shop and for no other purposes.

Reason – For the avoidance of doubt and to safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

6) The premises relating to the undertaking of vehicle washing and valeting and the undertaking of tyre fitting shall not be open outside the following hours:

Monday to Saturday (including bank holidays): 9.30 am and to 6.00pm, Closed Sunday.

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 saved policy DC26 of the Unitary Development Plan.

7) No loading or unloading, servicing and / or deliveries, including waste collections, shall be carried out on the site outside the hours of:

Monday to Saturday: 7:30 am to 8:00 pm with no deliveries/waste collections on Sundays/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 saved policy DC26 of the Unitary Development Plan.

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

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

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

9) 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 number, siting, specification and charging capacity of electric vehicle charging points. The approved scheme shall be fully implemented upon occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and the contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

10) 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 authority relating to the number, siting and specification of cycle storage enclosures. The approved scheme shall be fully implemented upon occupation of the development and maintained in situ at all times 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.

11) Notwithstanding the detail of drawing referenced Proposed Location Plan Ref: 1147/0410 Rev C and 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 configuration of car parking area and related landscaping. The submitted scheme shall detailing the surfacing and demarcation of standard and accessible car parking spaces with swept path details to demonstrate satisfactory access, egress and manoeuvring arrangements. The approved scheme shall be fully implemented upon occupation of the development and maintained in situ at all times thereafter.

Reason - In the interest of pedestrian and highways safety and to ensure the provision of appropriate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

12) a) The development shall be implemented in accordance with the details of document referenced: Phase 1 Preliminary Risk Assessment: Land at 351 Stockport Road, Manchester by BEK Enviro Ltd Ref: BEK-21877-1 dated June 2021.

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN19 of the Core Strategy for the City of Manchester.

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

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.

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

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity 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 policy SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

15 a) Before the occupation of the development, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a 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 occupation of the development.

b) Before the first occupation of the development, 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. The development shall be implemented in accordance with the approved scheme, which shall be maintained in situ at all times thereafter.

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 policy SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

16) Before occupation the development, a supplementary scheme for the storage and disposal of refuse and recycling, shall be submitted to and approved in writing by the City Council as local planning authority, including the details of the appearance and siting of bin enclosures and the internal storage and removal of waste tyres. The approved scheme shall be implemented as part of the development and shall be maintained in situ at all times 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.

17) Notwithstanding the detail of drawing referenced Proposed Location Plan Ref: 1147/0410 Rev C and 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 arrangements to secure the boundary to Stockport Road, including details of proposed wall, railings, fencing and gates. The approved scheme shall be implemented in accordance with the approved details upon occupation of the development and maintained in situ at all times thereafter.

Reason – In the interests of the residential and visual amenities of the area pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

18) If any lighting installed as part of 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 nearby residential properties, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority within 14 days of its written notification. The approved scheme shall be implemented in accordance with an agreed timescale and retained in situ at all times thereafter.

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 Core Strategy for the City of Manchester.

Informatives

1) It is recommended that any new external fitting, i.e. shutters, windows or doors, be certified to secured by design standards.

2) The required drainage scheme shall also include:

- i. 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 appropriate climate change allowance for the lifetime of the development).
- ii. 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 with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area.
- iii. Evidence of pollution control measures (preferably through SuDS) to manage the pollution risk to surface water.
- iv. 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.
- v. Hydraulic calculations to support the drainage proposal.
- vi. Details of how the scheme shall be maintained and managed after completion.

3) Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

4) The planning permission hereby granted does not confer consent for the display of advertisements.

5) The waste management strategy must include the following information:

- i. Estimated volumes and types of waste produced by the development;
- ii. Details of internal and external stores for both waste and recycling, including any plans and designs;
- iii. Location of the proposed collection point and details of the route the collection vehicle;
- iv. Details of how waste will be transferred between stores and to the collection location; and
- v. Details of number and capacity of bins proposed and collection frequency.
- vii. The strategy should accord with the following guidance:
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

6) The applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition 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.

7) The electric vehicle charging points to be included within the development should achieve a minimum charging capacity of 7 kw/H.

Appendix 1 – List of consultees & neighbours notified

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

Jacob Londis , 353 Stockport Road M13 0LF
Manchester Autoz, 351 Stockport Road M13 0LF
Brantingham Autocentre, 351 Stockport Road M13 0LF
Stylish Barber And Uzzi Nails And Beauty Reras Of 351 Stockport Road, Manchester, M13 0LF
Vehicle Repair Shop, Rear Of 351-353 Stockport Road, Manchester, M13 0LF
Stylish Barber, South Street, Manchester, M13 0LF
122 South Street, Longsight, Manchester, M12 4DT
120 South Street, Longsight, Manchester, M12 4DT
2 Littlehaven Close, Manchester, M12 4DS
6 Richmond Grove East, Manchester, M12 4DR
JAMIA ISLAMIA MOSQUE, 347 - 349 Stockport Road, Manchester, M13 0LF
Dean Trust Ardwick, 345 Stockport Road, Manchester, M13 0LF
33 South Street, Longsight, Manchester, M12 4PN
31 South Street, Longsight, Manchester, M12 4PN
45 South Street, Longsight, Manchester, M12 4PN
43 South Street, Longsight, Manchester, M12 4PN
370 Stockport Road, Manchester, M13 0LE
368 Stockport Road, Manchester, M13 0LE
366 Stockport Road, Manchester, M13 0LE
364 Stockport Road, Manchester, M13 0LE
Longsight Police Station, 2 Grindlow Street, Manchester, M13 0LL
116A South Street, Longsight, Manchester, M12 4DT
Mercury Filling Station, 353 Stockport Road, Manchester, M13 0LF
8 Kingfisher Close, Manchester, M12 4PW
10 Richmond Grove East, Manchester, M12 4DR
8 Richmond Grove East, Manchester, M12 4DR
4 Richmond Grove East, Manchester, M12 4DR
2 Richmond Grove East, Manchester, M12 4DR
6 Kingfisher Close, Manchester, M12 4PW
4 Kingfisher Close, Manchester, M12 4PW
2 Kingfisher Close, Manchester, M12 4PW
16 Kingfisher Close, Manchester, M12 4PW
14 Kingfisher Close, Manchester, M12 4PW
12 Kingfisher Close, Manchester, M12 4PW
10 Kingfisher Close, Manchester, M12 4PW
1 Kingfisher Close, Manchester, M12 4PW
41 South Street, Longsight, Manchester, M12 4PN
39 South Street, Longsight, Manchester, M12 4PN
37 South Street, Longsight, Manchester, M12 4PN
35 South Street, Longsight, Manchester, M12 4PN
374 Stockport Road, Manchester, M12 4FT
372 Stockport Road, Manchester, M12 4FT
116 South Street, Longsight, Manchester, M12 4DT

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 Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH