

## Planning

### Growth & Development

#### Delegated officer report for planning application

**Application no.** 134973/FO/2022

**Date registered valid:** 17 October 2022

**Proposal:** Retention of existing car parking area and associated boundary treatment for a temporary period of 3 years

**Address:** Land At Corner Of Poland Street And Naval Street , Poland Street, Ancoats

**Ward(s):** Ancoats & Beswick Ward

**Applicant:** Ian Knight Manchester Life Development Company Unit 5 Royal Mills, 17 Redhill Street, Ancoats, Manchester, M45BA

**Agent (if any):** Mr Ian Knight Manchester Life Development Company Unit 5 Royal Mills, 17 Redhill Street, Ancoats, Manchester, M4 5BA

**Case officer:** Jennifer Atkinson  
Tel: 0161 234 4517  
Email: jennifer.atkinson@manchester.gov.uk

**Recommendation:** Temporary approval

**Date of recommendation:** 04.12.2022

## **Application details**

**Type of application:** Full Application Consent

**Development type:** Minor Other

**Date of site visit:**

**Standard consultations:**

Printed: 6 December 2022 Expired: 27 December 2022

**Neighbour notifications**

Printed: 6 December 2022 Expired: 27 December 2022

**Site notice**

Posted: Expired:

**Press advert**

Published: 13 December 2022 Expired: 3 January 2023

**Departure from Development Plan:** No

**Environmental Statement:** Not required

## **Description of site/building**

The application site consist of an area of hard standing which is surrounded by a low rise weldmesh fence Naval Street and Poland Street. The remaining part of the site is bounded by a low rise former industrial building.

**Listed building:** Not applicable

**Conservation area:** Ancoats Conservation Area 1989

**Tree Preservation Order:**

## **Description of area**

The application site is located in the Ancoats Conservation Area. The immediate area is characterised by low rise industrial buildings. The area is known as the 'Back of Ancoats' where a number of significant regeneration schemes will shortly be coming forward to redevelop the area with residential led development.

The main part of the conservation area, around Cutting Room Square, is characterised by older Victoria building including larger mills and small terraces along with more recent development.

## **Description of development**

Retention of existing car parking area and associated boundary treatment for a temporary period of 3 years

## **Consultations & Notification Responses**

**Publicity** The application has been advertised by way of site and press notice together with notification letters being sent to a number of nearby properties and businesses. No comments have been received as part of that process.

**Highway Services** advised that the site would be used by the applicant who will have the combination lock to access the inward opening gates off Poland Street. There is no objection to the proposal.

**Environmental Health** advise that they have no comment on the proposal.

**Flood Risk Management** advise that clarification needs to be provided in respect of drainage.

**Manchester Core Strategy (2012)** relevant policies include SP1, EN1, EN3, T1 and DM1

**Unitary Development Plan for the City of Manchester (1995)** relevant policy DC18

**NPPF**

## **Issues**

### **Principle**

The application site is a development site within the Poland Street Zone SRF. The site will not be brought forward at this stage and in the interim period, the applicant wishes to utilise the site as a staff car park for their nearby offices. The site has been historically used as a car park (and is currently laid out and secured as such). This proposal would continue the use as a car park for a further 3 years. This is considered acceptable in principle as it would not preclude the long terms redevelopment of the site.

Matters which require consideration are the impact on visual amenity and the conservation area, highways considerations, air quality, noise and disturbance, drainage and security.

These matters will be considered below.

### **Visual amenity and impact on the conservation area**

The current condition of the site has, at best, a neutral impact on the character and visual amenity of the conservation area. The topography of the site is flat and secured by a low rise black weldmesh fence. This application would retain the current condition of the site like this for a further 3 years pending redevelopment of the site therefore ensuring that the long term aspirations of the area are realised.

The low rise fence is black and is unobtrusive and is in line with other boundary treatment found in the area.

### **Highway considerations**

The car park is can accommodate up to 20 car parking spaces. This is relatively low number and can be accommodated easily within the local highway network. The access to the car park is via an existing access point off Poland Street. Highway Services have raised no highway implications as a result of the proposal.

### **Air quality**

The site has long been used for some form of surface car parking. The site would attract combustion vehicles to site but in low numbers which would not result in any unduly harmful impacts on local air quality conditions. The impact would in any event be short term and removed from the site once redevelopment takes place. Environmental Health have not raised any comment on the proposal in this regard.

### **Noise and disturbance**

The site is not immediately located to any nearby residential properties. The nearest homes are located on Jersey Street. There are also various planning permissions in place for new residential schemes on the corner of Poland Street and Jersey Street. It is not considered that development would generate any unduly harmful impacts on residential amenity. There would likely be noise from the vehicle movements, car doors, raised voices and vehicle lights, however, given the distances to nearby properties/site this would not give rise to any harmful impacts.

### **Drainage**

The site is covered in hardstanding which consists of a shingle. This allows for permeable surface for water to penetrate.

### **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:** Temporary approval

### **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. Amendments have been sought during the course of the planning application to ensure that the proposal is acceptable and is only temporary in duration. The proposal is considered to be acceptable and in accordance with the development plan and therefore determined in a timely manner

**Condition(s) to be attached to decision for approval**

1) The permission hereby granted is for a limited period only, expiring on 6 January 2026.

Reason - The use hereby granted is for a temporary period only to help meet the short term demand for parking associated with a local employment use and to not preclude the long term development strategy for the area pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) The use hereby permitted shall be discontinued no later than the 6 January 2026 and the works comprising the development are required to be removed no later than one month from the use ceasing.

Reason - The use is required to cease within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Two months prior to the expiration of the temporary period, a scheme to restore the land shall be submitted for approved in writing by the City Council, as Local Planning Authority. The scheme shall be implemented within one month of the use ceasing and thereafter retained and maintained in accordance with this scheme.

Reason - To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity of the site pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

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

Transport assessment, management plan and drawing PIW - CRL - ZZ - 00 - DR - A – 1002 received by the City Council, as Local Planning Authority, on the 16 September 2022

PIW - CRL - ZZ - 00 - DR - A – 0100 received by the City Council, as Local Planning Authority, on the 17 October 2022

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.

5) The boundary treatment, as indicated on drawing PIW - CRL - ZZ - 00 - DR - A – 0100 received by the City Council, as Local Planning Authority, on the 17 October 2022 shall be retained and maintained in situ for as long as the development remains in use.

Reason - To ensure the boundary treatment is acceptable in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

6) Within two months of the date of this planning permission a scheme for the drainage of surface water from the development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- 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 2 year rainfall event;
- Assessment of overland flow routes for extreme events that is diverted away from buildings. 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, adjacent properties off site, highway and third party land.

- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required; and
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

## **Appendix 1 – List of consultees & neighbours notified**

Environmental Health  
Highway Services  
MCC Flood Risk Management  
Greater Manchester Police  
Transport For Greater Manchester

Unit 13, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 10, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 3, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 2, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 1, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 6, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 7, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Warehouse Next To 30, Poland Street, Manchester, M4 6BH  
109 Jersey Street, Manchester, M4 6JG  
Unit 1, 2 Naval Street, Manchester, M4 6AX  
Unit 2, 2 Naval Street, Manchester, M4 6AX  
Unit 3, 2 Naval Street, Manchester, M4 6AX  
Units 5 And 6, 106 - 108 George Leigh Street, Manchester, M4 6BD  
Unit 2, 106 - 108 George Leigh Street, Manchester, M4 6BD  
Unit 1, 106 - 108 George Leigh Street, Manchester, M4 6BD  
Unit 8, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 4, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 12, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 11, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
95 - 97 Jersey Street, Manchester, M4 6JG  
106 - 108 George Leigh Street, Manchester, M4 6BD  
23 Radium Street, Manchester, M4 6AY  
Ground Floor, 23 Radium Street, Manchester, M4 6AY  
Unit 5, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 9, City Court Trading Estate, Poland Street, Manchester, M4 6AL  
Unit 4A, 106 - 108 George Leigh Street, Manchester, M4 6BD  
Unit 4, 106 - 108 George Leigh Street, Manchester, M4 6BD  
Unit 3, 106 - 108 George Leigh Street, Manchester, M4 6BD  
WHOLESALE BUDGET FLOORING, Unit 2A, 106 - 108 George Leigh Street, Manchester, M4 6BD  
Second Floor, 23 Radium Street, Manchester, M4 6AY  
First Floor, 23 Radium Street, Manchester, M4 6AY  
Lumac House, Naval Street, Manchester, M4 6AX

## **Appendix 2 – Planning constraints**

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4  
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3  
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M  
Coal Authority - Development Low Risk - Name: DEVELOPMENT\_LOW\_RISK\_AREA  
Conservation Area - Ancoats Conservation Area 1989  
Susceptible to Surf Water Flood (Less) -  
Area Team Boundary - Name: CENTRAL

