

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134600/VO/2022

Date registered valid: 19 August 2022

Proposal: CITY COUNCIL DEVELOPMENT for works to existing car park to create staff car parking for a temporary period of 3 years to serve Gorton Hub including new boundary fencing, new pedestrian gate, new vehicular gates to existing access off Sibley Street, new lighting & CCTV to existing / new columns and new markings to existing surface

Address: Gorton Library , Garratt Way, Manchester, M18 8HE

Ward(s): Gorton & Abbey Hey Ward

Applicant: Paul Waite Manchester City Council Corporate Core Directorate, Town Hall, PO Box 532, Manchester, M60 2LA

Agent (if any): Tim Kilpatrick IBI Group 4th Floor Dantzic Building, Dantzic Street, Manchester, M4 2AL

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27 September 2022

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 30 August 2022 Expired: 20 September 2022

Neighbour notifications

Printed: 30 August 2022 Expired: 20 September 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

The application relates to the existing hard surfaced parking area to the rear of the existing Gorton Library, which covers an area of 1350sq.m

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Background

The provision of Gorton Community Hub which lies to the south east of the library site, has been designed to support an improvement in patient / customer care and the ability to deliver service efficiencies through integration.

The Hub has been designed to provide an opportunity to make changes in the management and delivery of public services through co-location and integration within a modern, innovative and efficient environment. The scheme for the new hub premises incorporates the provision of 76 visitor car parking spaces and 12 staff car parking spaces, in association with a building which when fully occupies will accommodate upwards of 250 staff , including health & social care workers, GP practice staff, Job Centre Plus staff, Library staff, Pharmacy staff and mental health workers. As part of the consideration of that scheme, final details for off site staff car parking provision options were being explored, in order to ensure that staff parking provision was provided at an appropriate level and in a suitable location. The planning consent was conditioned accordingly , and required that the measures were approved before any future occupation of the site.

This application has been submitted to enable a temporary arrangement to be approved to enable the Gorton Hub to open and be fully operational .

Description of area

The application site is located to the rear of the existing library which is located in an area of mixed uses with City of Manchester Institute of Gymnastics to the west, a care facility to the east and residential development to the northeast and north of the site.

Description of development

Consent is sought by the City Council to undertake minor works to existing car park to the rear of Gorton Library to create temporary staff car parking for a period of 3 years to serve Gorton Hub. The proposed works would include the installation of 2.4m high green (RAL6005) weldmesh boundary fencing to the perimeter of the parking area. A new pedestrian gate would be incorporated in the southern boundary, with new vehicular gates to existing access off Sibley Street, set back 5.5m from the back of pavement. The existing lighting columns would be replaced with mid grey 6m high lighting columns with associated lanterns (a Kirium Eco Midi column mounted floodlight) (RAL 7046). CCTV cameras are proposed to be attached to, two of the lighting columns.

The scheme would also involve the incorporation of demarcations to the existing surfacing of the existing parking area.

Consultations & Notification Responses

Local resident and local business – no comments received.

Flood Risk Management - Based on the provided evidence, we recommend no drainage condition for this application. The drainage of the site can be approved but they request the following informative to be included within any decision notice:

The applicant should design and construct drainage system 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.

Highway Services – Have advised that there are no kerb side restrictions at the entrance to the car park on Sibley Street. A 20mph speed limit is in place on Sibley Street.

HIGHWAYS RESPONSE

The proposal for works to existing car park will be contained within the site boundary and will not impinge upon the adopted highway, this is acceptable to Highways.

TRIP GENERATION AND JUNCTION CAPACITY:

The level of trips generated by the proposal is unlikely to be dissimilar to that previously experienced as an existing car park.

PARKING AND ACCESS:

The indicative layout of the area is considered acceptable, with appropriate bay sizing, aisle width and space demarcation. A one-way system will be in place so there will be no requirement for vehicles to reverse into/from the site. Appropriate stacking space is provided.

Highways recommends continual monitoring of parking demands that maybe generated on the highway network. Sustainable travel to and from the site should be fully endorsed for both staff and visitors to the site.

TROs

To ensure sight lines are kept clear at the entrance point it is recommended that the Applicant funds some additional TROs. This will be via a S278 agreement with the Highway Authority.

BOUNDARY

Highways have no objections regarding the proposed erection of a 2.4-metre-high weld

mesh fence. It is understood that the proposals would not have an impact on the approved pedestrian/vehicular access, parking, circulation or the external highway network.

CONSTRUCTION

Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk

Suggested Conditions:

- Highways Works (S278)

Design for Security – have advised that the proposed boundary treatment is acceptable; -that the surfacing should be checked to ensure it remains uniform in coverage and well consolidated.

- Appropriate signage must be legible and up to date.
- Lighting to parking areas should be in accordance with BS 5489, and display an average lux of 20 (urban areas) with a uniformity level of no less than 25%. These figures should be evidenced by a lighting layout/lux plan.

The success of the proposed development will be dependent upon the effective management and maintenance of the site and the applicant should be required to provide a security management plan which includes measures to deal with the following:

- Frequent inspection and prompt repair of security features (e.g. lighting CCTV, signage, barriers, locks, fencing and rails).
- Regular litter and graffiti removal (if applicable)
- Maintenance of car parking surface
- Vegetation management
- Installation & Monitoring of CCTV and procedures for response to any incident/recording of images.

In summary, the application is supported subject to further consideration of the above matters.

Arboricultural officer – Has viewed the available documents and commented as follows:

The proposed alterations should not impact on the existing trees and shrubs.

The trees should be adequately protected in accordance with BS:5837 to ensure they are not damaged during the alterations.

Environmental Health – Have recommended that any approval has conditions attached in relation to construction hours, the submission of an external lighting scheme, and a scheme for electric vehicle charging and any other considerations.

Issues

The National Planning Policy Framework (2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 2 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

There should be a presumption in favour of sustainable development and plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places. (paragraph 124).

Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Policy EN16 'Air Quality' Policy EN16 requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development. The proposal would reduce the number of existing parking spaces at the site, with an associated reduction in level of impact to air quality. This matter is addressed in more detail elsewhere in this report.

Policy T2 states that the Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centre health, leisure, open spaces and educational facilities. Furthermore, that in all parts of the City proposal should provide appropriate car parking facilities, and should have regard to the need of disabled and cycle parking.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

Policy DM 1 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:-

- Appropriate siting, layout, scale, form, massing, materials and detail.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Principle

This site lies directly to the north of Gorton District Centre, and the principle of using this site in connection with commercial hub comprising health care services, a pharmacy, a library, office accommodation for a housing association and the Council, and an ancillary café is considered to be acceptable in this location. Furthermore, the site is already used for car parking associated with the Gorton library, and as such the principle for the site to be used for parking is already established. However, the proposal would change the nature of the parking provision from publicly available parking to parking for use by staff at the Gorton Hub for a temporary 3 year period. This matter is explored further elsewhere in this report.

Traffic Generation

The level of trips generated by the proposal is unlikely to be dissimilar to that previously experienced as an existing car park.

Access

The location access from Sibley Street would remain as existing, however, 2.4m high green weld mesh double gates are proposed to secure the car park from public access in association with boundary treatment to the perimeter of the parking bays. The proposed gates would be set 5.5m back into the access from the back of pavement to reduce the potential for cars waiting to access the car park affecting traffic flows on Sibley Street.

In addition, concerns have been expressed that if vehicles park on Sibley Street in proximity to the car park access, this could adversely affect sightlines for vehicles leaving the car park. It is therefore proposed to attach an off site highways works condition to any approval to enable the provision of parking restriction through a TRO in close proximity to the access to be considered further.

Car Parking

In connection with the Gorton Hub development at the junction of Hyde Road, Whitwell Way and Garratt Way a new public car park providing 76 spaces has been created for use by visitors to the facility, with an essential user staff car parking area providing 12 spaces in proximity to the north western boundary of the site along Whitwell Way, with access to the car park from Garratt Way to the north (ref: 124359/VO/2019). However, as part of that scheme final details for off site staff car parking provision options were being explored, in order to

ensure that staff parking provision was provided at an appropriate level and in a suitable location. The planning consent was conditioned accordingly , and required that the measures were approved before any future occupation of the site. This application has been submitted to enable a temporary arrangement to be approved to enable the Gorton Hub to open and be operational .

The proposed development includes the formal demarcation of the existing library car park (including the provision of 4 spaces for disabled users), with associated identified protected pedestrian routes through the car park. The scheme would lead to the loss of 4 spaces on the site . 36 vehicles can currently be accommodated within the car park and this figure would be reduced to 32. The loss of 4 spaces is not considered to give rise to significant impacts to on street parking , given the location of the site in close proximity to the large car park adjacent to the Tesco food store, and the parking provision within the Gorton Hub site for patients and visitors.. Furthermore, the existing library facility will be relocating to the recently built Gorton Hub facility at the junction of Garratt Way and Whitwell Way. As such users of the library will be able to park within the parking facility which has been provided to serve the Hub to the south of Garratt Way.

The request for the installation of electric charging points has been considered fully, however, the proposal is for a temporary car parking facility for only three years , and as such a requirement for a scheme which is primarily related to the installation of perimeter fencing , provision of CCTV cameras and the upgrading of existing lighting is considered to be onerous.

Other highway matters

Comments from Highways offices continual monitoring of parking demands that maybe generated on the highway network have been noted . However, as part of the Gorton hub development , Manchester City Council Facilities Management will prepare and implement a travel plan for both the main hub site and also the off-site car park at nearby Gorton Library, when the Hub becomes operational.

This will include continual monitoring of parking demands that maybe generated on the highway network ,and the need for sustainable travel to and from the site to be fully endorsed for both staff and visitors to the site.

Visual Amenity

It is considered that the installation of 2.4m green weldmesh fencing and gates to the perimeter of the existing hard surfaced parking area , would be acceptable in visual terms in this location .

Trees

There are mature trees within a grassed buffer strip between the hard surfaced car park and the adjacent footways to Sibley Street and Engell Close . Correspondence has been received from the planning agent confirming that no existing trees are proposed to be removed as part of the car park refurbishment works; any excavation near the existing tree root zone will be undertaken in general accordance with the recommendations of BS5837; existing ducts to lighting pillars will be utilised where possible to avoid excavation; where new ducting is required to lighting pillars and access control, ducts will be routed outside of the canopy zone of existing trees where possible; fence posts will be root fixed to minimise the foundation zone; and the contractor will undertake a watching brief during any excavation works. Then planning agent has advised that the trees on the site plan can be retained in situ and would not need to be removed in connection with the proposed works.

Lighting

The request for the attachment of a condition to require the submission of an external lighting scheme has been noted. However, an isolux plan accompanies this application which shows that any light spill at the perimeter of the site would not be significant, and this takes account of the proposed lanterns and column heights being proposed. It is therefore proposed to attach a condition to require that the lighting be implemented in accordance with the submitted details, but that a further condition be attached to any approval to enable mitigation measures to be required if any lighting glare were to occur in connection with the approved lighting scheme.

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

The local planning authority in making its decision has had due regard to the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval of the application for the reasons outlined in this report. 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. The original submission raised initial concerns about tree protection, and colouration of the lighting columns and lanterns. Officers worked in a positive and proactive manner with the applicant to negotiate a scheme.

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

1. The permission hereby granted is for a limited period only, expiring on 30 September 2025; and the car parking use comprising the development for which permission is hereby granted is required to be discontinued.

Reason - The development is of a temporary nature, and to safeguard visual and residential amenities of occupiers of adjoining properties, in accordance with policy DM1 of the Manchester Core Strategy (2012)

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

LCP-IBI-WB-00-DR-A-100-001_Existing Site Location Plan
LCP-IBI-WB-00-DR-A-100-002_Existing Site Plan
LCP-IBI-WB-00-DR-A-100-003_P02 Proposed Site Plan
LCP-IBI-WB-00-DR-A-100-004 Proposed Boundary Treatments
LCP-IBI-WB-00-DR-A-100-005 Proposed Boundary Details
GCH-QUA-XX-XX-DR-E-6301(P02) External - Proposed Electrical Services Layout
Jacksons Fencing Euroguard Regular product sheet
Jacksons Fencing EuroGuard Swing Gate product sheet
DW Windsor Kirium Eco Brochure April 2021
Letter from IBI ref: 507786-TK-20220803-L-1.01 covering Minor Works to Existing Car Park at Gorton Library dated 3rd August 2022.

Received 4th August 2022;

Letter dated 19th August 2022 from IBI ref: 50786-TK-20220819-L-1.01 detailing tree protection /root protection measures to demonstrate that the trees shown on the site plan can be retained in situ, and will not need to be removed in connection with the proposed works.

Email from IBI received 5th September 2022 confirming colouration of lighting columns and lanterns;

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 (2012).

3.The car parking spaces , as indicated on Proposed Site Plan ref: LCP-IBI-WB-00-DR-A-100-003_P02 shall be demarcated and available for use before the car park is brought into use. The implemented car parking layout shall be retained and maintained for the duration of the permission hereby approved.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

4. Prior to staff car park being brought into use full detailed designs (including specifications) of all off site highways works (including any required Traffic Regulation Orders) 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, and all the agreed works shall be completed prior to the proposed parking facilities being brought into use.

Reason - In the interests of pedestrian and highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012)

5. The boundary treatment shall be implemented in accordance with the details on plan refs: LCP-IBI-WB-00-DR-A-100-003_P02 Proposed Site Plan;
LCP-IBI-WB-00-DR-A-100-004 Proposed Boundary Treatments;
LCP-IBI-WB-00-DR-A-100-005 Proposed Boundary Details;
Jacksons Fencing Euroguard Regular product sheet
Jacksons Fencing EuroGuard Swing Gate product sheet

The development shall be implemented in accordance with the approved details, and the approved boundary treatment shall be implemented prior to the proposed parking facilities being brought into use.

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 in order to comply with policies SP1 and DM1 of the Manchester Core Strategy .

6. The lighting scheme shall be implemented in accordance with the details on plan ref: GCH-QUA-XX-XX-DR-E-6301(P02) External - Proposed Electrical Services Layout and DW Windsor Kirium Eco Brochure April 2021.

The development shall be implemented in accordance with the approved details, and the approved lighting scheme shall be implemented prior to the proposed parking facilities being brought into use.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the car park pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012) .

7. If, when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as LPA confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

8. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and the content of letter dated 19th August 2022 from IBI ref: 50786-TK-20220819-L-1.01 detailing tree protection /root protection measures to demonstrate that the trees shown on the site plan can be retained in situ, and will not need to be removed in connection with the proposed works; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the site for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The development shall be implemented in accordance the mitigation measures set out in the letter dated 19th August 2022 from IBI ref: 50786-TK-20220819-L-1.01 detailing tree protection /root protection, before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason - In order avoid damage to trees/shrubs adjacent to and within 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 (2012) .

Informative

1. The applicant should design and construct drainage system 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.

2. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk

3. Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

4. In relation to security of the site :

- the surfacing should be checked to ensure it remains uniform in coverage and well consolidated.

- Appropriate signage must be legible and up to date.

- Lighting to parking areas should be in accordance with BS 5489, and display an average lux of 20 (urban areas) with a uniformity level of no less than 25%. These figures should be evidenced by a lighting layout/lux plan.

The success of the proposed development will be dependent upon the effective management and maintenance of the site a security management plan which includes measures to deal with the following matters should be drafted:

- Frequent inspection and prompt repair of security features (e.g. lighting CCTV, signage, barriers, locks, fencing and rails).

- Regular litter and graffiti removal (if applicable)

- Maintenance of car parking surface

- Vegetation management

- Installation & Monitoring of CCTV and procedures for response to any incident/recording of images.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

Corporate Property

MCC Flood Risk Management

Greater Manchester Police

Gorton Cultural Centre, Garratt Way, Manchester, M18 8HE

City Of Manchester Institute Of Gymnastics, Garratt Way, Manchester, M18 8HE

The Dell, 55 Sibley Street, Manchester, M18 8LN
46 Swindon Close, Manchester, M18 8JQ
40 Swindon Close, Manchester, M18 8JQ
34 Swindon Close, Manchester, M18 8JQ
48 Engell Close, Manchester, M18 8LA
40 Engell Close, Manchester, M18 8LA
36 Engell Close, Manchester, M18 8LA
30 Engell Close, Manchester, M18 8LA
24 Engell Close, Manchester, M18 8LA
18 Engell Close, Manchester, M18 8LA
48 Swindon Close, Manchester, M18 8JQ
44 Swindon Close, Manchester, M18 8JQ
42 Swindon Close, Manchester, M18 8JQ
38 Swindon Close, Manchester, M18 8JQ
36 Swindon Close, Manchester, M18 8JQ
32 Swindon Close, Manchester, M18 8JQ
30 Swindon Close, Manchester, M18 8JQ
28 Swindon Close, Manchester, M18 8JQ
26 Swindon Close, Manchester, M18 8JQ
24 Swindon Close, Manchester, M18 8JQ
22 Swindon Close, Manchester, M18 8JQ
20 Swindon Close, Manchester, M18 8JQ
18 Swindon Close, Manchester, M18 8JQ
16 Swindon Close, Manchester, M18 8JQ
14 Swindon Close, Manchester, M18 8JQ
8 Engell Close, Manchester, M18 8LA
6 Engell Close, Manchester, M18 8LA
46 Engell Close, Manchester, M18 8LA
44 Engell Close, Manchester, M18 8LA
42 Engell Close, Manchester, M18 8LA
4 Engell Close, Manchester, M18 8LA
38 Engell Close, Manchester, M18 8LA
34 Engell Close, Manchester, M18 8LA
32 Engell Close, Manchester, M18 8LA
28 Engell Close, Manchester, M18 8LA
26 Engell Close, Manchester, M18 8LA
22 Engell Close, Manchester, M18 8LA
20 Engell Close, Manchester, M18 8LA
2 Engell Close, Manchester, M18 8LA
16 Engell Close, Manchester, M18 8LA
14 Engell Close, Manchester, M18 8LA
12 Engell Close, Manchester, M18 8LA
10 Engell Close, Manchester, M18 8LA

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA

