

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133554/FO/2022

Date registered valid: 26 May 2022

Proposal: Change of use of existing unit (Class E) to mixed use storage and distribution warehouse and retail with ancillary offices (sui generis), together with warehouse loading bay extension and ancillary works.

Address: Unit 2 Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Mr Shelim Hussain, Euro Food Group Limited, EFG Food & Technology Park, Park Way, Cwmbran, NP44 3GA

Agent (if any): Mr Ian Williams, AFA Architects & Planners Limited, Abacus House, Caxton Place, Cardiff, CF23 8HA

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

Recommendation: Approve

Date of recommendation: 1 December 2022

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit: 7 July 2022

Standard consultations:

Printed: 7 October 2022 Expired: 14 October 2022

Neighbour notifications

Printed: 7 October 2022 Expired: 14 October 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 site relates to a large, single storey, double height warehouse (2,727 sqm gross) comprised of a brick plinth and an expanse of silver coloured, profiled cladding panels above.



View of the front of the building when viewed from the front car park

The warehouse is presently vacant but previously in retail use occupied by Pound Stretcher and The Pet Hut – a concession with the store and part of the same brand.

The building incorporates a large car park area to the front, with further parking and a servicing area to the side (east) of the building. Vehicular access is gained from Reliance Street.

The site is bounded by Reliance Street to the east, Oldham Road to the south, a railway line to the north and two storey residential dwellinghouses along Ivy Graham Close to the west. A metal Palisade fence encloses the site.



View of the side of the building where the extension is proposed to be sited

The proposed extension is situated on land currently comprising hard-standing to the eastern side of the host building.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated within a small industrial estate a short distance to north of the main arterial route of Oldham Road and just to the north of the defined district centre boundary of Newton Heath which, which bounds the car park to the front of the building.

The area can be described as mixed use in nature incorporating other warehouse and industrial uses within the Reliance Industrial Estate, nearby retail units and community uses along Old Church Street and Oldham Road, a McDonalds drive-thru restaurant a short distance along Oldham Road to the east and residential dwellinghouses along Ivy Graham Close, Oldham Road and further to the west. A railway line bounds the site to the north.

Description of development

Planning permission is sought for a change of use of the existing retail unit (Class E) to mixed use storage and distribution warehouse and retail with ancillary offices (sui generis), together with a warehouse loading bay extension and ancillary works.

The proposed extension is single storey and situated towards the rear along the eastern side of the building. The proposed extension incorporates a lean to roof and canopy in order to provide 77 sqm of additional floorspace to be sited on a concrete plinth. The extension is to form a new loading bay with 2 docks, with associated stepped access to include a new external plant enclosure to house chiller equipment. Materials are proposed to match the existing building. Namely, grey cladding panels, powder coated aluminium fascias, steel handrails to the staircase and a new window and doors to match the existing.

External lighting is proposed to be upgraded in the yard around the new loading docks.

In addition, a change of use is proposed from retail (Class E) with mezzanine to create a mixed-use warehouse and retail with ancillary offices to form an integrated cash and carry and retail style business (sui generis).



Proposed layout

It is anticipated that the building will be occupied and operated by Masala Bazaar a retailer and distributor of predominantly meat, poultry and seafood. The submission states that 25% of trade is on a wholesale basis serving independent retailers, as well as catering customers.

Consultations & Notification Responses

Local Residents/Occupiers – In response to the application as originally submitted, 4 objections were received in which concerns are raised about the proximity of plant equipment to neighbouring residential properties and the potential for noise and disturbance.

Following the submission of additional noise information with respect to proposed plant equipment and a further period of neighbour notification 2 further objections have been received from previous objectors in which concerns remain and noise and disturbance caused by plant equipment and servicing.

Flood Risk Management – A condition relating to surface water drainage is requested.

Network Rail – No objection. However, the developer is required to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway.

Highway Services – The following comments are made:

Trip Generation

The results suggest that the extant use has 11 two-way trips in the AM peak and 46 two way trips in the PM peak.

The proposed development site will have a GIA of 2,923sqm. The development will comprise 1,615sqm of Storage and Distribution and 1,111sqm of a 'cash and carry' style outlet.

The total proposed trips are 10 two-way trips in the AM peak and 5 two-way trips in the PM peak. Therefore, less than the previous use of the site.

Highway Safety

Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

Parking and Access

The Core Strategy suggests that the site will require 87 car parking spaces (based on sqm). The existing site has 67 car parking spaces which are to be retained as part of the proposals. Therefore, parking provision is proposed at 77%. Highways accepts this arrangement, but requests that a robust Travel Plan is in place at the site.

Two articulated lorry bays will be provided at loading docks are the rear of the site within the service yard.

Vehicular access to the applications car park will be via the existing arrangements from Reliance Street.

Pedestrian access will be via the existing arrangements on Reliance Street.

Cycle Parking

10 cycle spaces are proposed in the form of Sheffield Stands. It is requested that cycle parking is secure and sheltered. It is requested that the usage of these cycle stands is monitored as part of a Travel Plan.

Servicing

Servicing and delivery access will be retained in its existing form. The bin store will be located within the service yard. The waste collection will be undertaken by a private contractor. A refuse vehicle will enter the site via the existing access. Swept path analysis has been undertaken for a 16.5m articulated lorry. The analysis shows that the refuse vehicle can access, egress and manoeuvre safely around the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

It is requested that servicing take place outside of peak hours to reduce congestion. It is also requested that a Service Management Strategy is produced and submitted.

Travel Plan

It is recommended that a Travel Plan is produced and in place within 6-month occupation of the site. The Travel Plan should include objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and monitoring and review.

Construction Management

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health – Conditions are requested in relation to opening hours, waste management, EV charging and external plant acoustic insulation.

Planning History

100783/JO/2012/N1

Variation of Condition 2 of Planning Approval F09340, and subsequent approvals to extend the range of A1 retail goods to be sold from the premises. *Approved 20 February 2013.*

100782/FO/2012/N1

Application for the subdivision of existing class A1 retail warehouse unit to form two separate class A1 retail units of 1,859sqm and 855sqm, external alteration to the unit frontage to create new shop entrances and alterations and enhancements to the existing car park and boundaries. *Approved 20 February 2013.*

054097/JO/NORTH2/98

Variation of condition no.2 attached to planning ref. F09340 to allow sale of live pets, pet products and use as a grooming parlour. *Approve 4 June 1998.*

021224

External fascia cladding to front elevation. *Approve 20 March 1984.*

F15949

Change of use of premises to storage and retail sale of furniture and carpets. *Refuse 11 June 1981.*

F14766

Change of use of 16,295 sq. ft. of floorspace to permit their use for the retail sale of furniture and carpets, the balance to be used for DIY/homecare and storage. *Refuse 4 February 1981.*

F13471

Change of use from D.I.Y. Centre for storage and retail sale of furniture and carpets. *Refused 30 July 1980.*

F09340/N1

Erection of a single storey warehouse for the display, sale and distribution of D.I.Y. goods, timber, and home improvement materials, with car parking and service area at side. *Approve 7 February 1979.*

F08439

Erection of a warehouse with ancillary offices. *Approve 5 July 1978.*

F04231

Reserved Matters of F03758 Details of 6 industrial units. *Approve 30 June 1976.*

F03758

Erection of 6 industrial units. *Approved 28 May 1976.*

Policy

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

- Policies DM1, SP1, EC1-3, T2, C1, C2, C4, C9 EN14-19
- Saved policies DC26 and S1.2 of the UDP
- National Planning Policy Framework (NPPF).
- National Planning Policy Guidance (March 2014)

Issues

Principle

Overarching development plan policy seeks to allow the improvement of existing employment premises and contributors to economic growth. The proposed replacement would align with this aim and permit the reuse of a vacant building within the confines of an existing industrial estate and within an edge of centre location.

Given the existing context of the site within an industrial estate, the former use and the relationship of the site with nearby buildings, there is unlikely to be any significant negative effects. The development will allow for some visual enhancement of the site, in light of its current vacant, unkempt setting.

Specific planning issues are outlined further below.

Retail Impact

The proposed use does not fit within the definitions of planning policy. The proposal is for a sui generis facility comprising storage, distribution and retail / wholesale of food produce and does not therefore constitute a sole retail use or a town centre use that would normally be accommodated within a defined centre. As such, and as maintained with the submitted Planning Statement, the relevance of retail planning policy tests is questionable.

Whilst the authorised use of the premises is for retail, the amount of floorspace to be given over to retail and the range of goods sold is restricted by planning conditions. Namely:

-No more than a maximum of 855sqm (gross) floorspace of the premises shall be used for the storage and retail sale of furniture and carpets, and for the sale of sawn timber, plywood, particle boards, hardboard and sheet laminate material, self-assembly flat -packed furniture, wall coverings, PVC tiles, building materials and equipment, garden equipment, fertilizer, shrubs, plants, trees, ironmongery, DIY fixings and tools, builders hardware, plumbing equipment, live pets, pet products and use as a grooming parlour.

- No more than a maximum of 1,672 sqm floorspace (net retail sales area) of the premises shall be used for the sale of clothing, footwear, household textiles, hardware, garden goods, drapery, toiletries, toys, fancy goods, stationary, Christmas decorations luggage, entertainment products, storage products and electrical goods and the ancillary sale of cigarettes, cigars, tobacco, and for the reception and collection of photographic films for developing or processing on or off the premises.

-No more than 167 sqm floorspace of the net retail sales area of the premises shall be used for the sale of confectionary and food stuffs for consumption off the premises.

As such, it is necessary to take account of any uplift in retail floorspace given the edge of centre location of the premises and any potential retail impact.

Paragraph 90 of the NPPF states that applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date local plan, should be accompanied by an impact threshold if the development is over a proportionate, locally set threshold, otherwise the default threshold is 2,500 sq m. The Planning Practice Guidance notes reconfirms that. The impact test only applies to proposals exceeding 2,500 sqm gross of floorspace unless a different locally appropriate threshold is set by the local planning authority.

In this case, the retail element of the proposed use is below the 2,500 sqm threshold for the application of the impact test that would normally apply. However, because of the nature of the proposal, as per the definition in the footnote of the PPG, it may be contended that the gross floorspace of the unit exceeds that threshold and the test applies in this case. The proposal forms part of a larger single use at the site and crosses the gross floorspace threshold. despite the sales area being substantially lower than that of a comparably sized modern retail foodstore.

As such, the applicant has undertaken a proportionate and precautionary retail impact assessment including a sequential assessment and a brief assessment of quantitative need and trade impact.

It is considered that the assessment satisfactory demonstrates that the proposed development complies with the relevant development plan retail policy tests, providing a change in format of existing retail floorspace in an established, popular and accessible destination. It is also demonstrated that no sequentially preferable site or suitable, viable or available to accommodate the proposed use, even when employing the degree of flexibility required by policy.

It has been demonstrated that the impact of the proposed development upon the turnover of the nearby district centre will not be significant in terms of trade diversion and it is considered that the proposed use will allow the effective re-use of a vacant building on the edge of district centre and will deliver benefits in terms of employment and social and environmental improvements. On this basis, the retail impact is considered acceptable and compliance with overarching policy and planning guidance.

Residential Amenity

The nearest residential properties are situated to the rear of the building along Ivy Graham Close - approximately 9 metres from nearest rear garden and 17 metres from the nearest property itself.

It is considered that given the relationship with the nearest residential properties, the site context within the setting of a defined industrial estate, together with the comparable nature of

the existing and proposed floorspace use, there is likely to be a negligible impact as a consequence of any activities taking place – particularly in terms of levels of activity.

Perhaps the greater issue of concern relates to the impact of the proposed external plant equipment adjacent to the loading bays, for which objections have been received.

The applicant has produced an Acoustic Assessment to assess the impact on the prevailing noise environment. This has been supplemented at the Council's request by a Plant Noise Prediction Summary.

The information suggests that any noise at the proposed site would be within acceptable limits.

Environmental Health accept the findings of the assessment. An appropriate condition requiring in relation to the acoustic insulation of external equipment and defined limits has been included.

Design, Scale, Appearance and Visual Amenity

The proposed loading bay extension is connected to the existing building and is proposed to reflect the colours and finish of the existing building. In comparison to the existing building, the proposed extension would utilise grey metal panels with grey loading docks. All doors and window frames are to match existing colour.

The proposed loading dock extension is designed to be of a reduced scale to that of the existing building to allow for and to reduce the perceived size of the extensions. The extension will be 5.8 metres to the underside of the eaves and 7.4 metres at its highest point below the highest point of the existing building.

Given the context and relationship of the existing building with neighbouring properties, the orientation of the nearest residential property, together with that of the character of the immediate area, it is not considered that there would any significant, undue impact to visual amenity as a consequence of the proposed development.

It should also be noted that aside from the impact of the proposed extension, the alterations and re-use of the build would enliven the appearance of a vacant building and facilitate further improvements to the benefit of visual amenity.

Landscaping

No alterations to the landscaping are proposed. All existing landscaping is unaffected by new development works.

Impact on the Highway

The need to provide adequate off-road parking for new development is outlined with policies DM1, T2 and SP1 of the Core Strategy.

In this case 67 car parking spaces are proposed (including disabled provision) which represents retention of the existing spaces.

These spaces are supported by 10 cycle spaces which is considered an acceptable level of provision by Highways.

As it is evident vehicular trip attraction associated with the proposed use would offer a reduction in traffic when compared to the site's permitted use it is not considered that traffic associated

with the proposed development will have a severe impact on the safety or operation on the local highway network or that of parking demand.

This view is endorsed by the consultation response received from Highway Services.

Servicing

Servicing and delivery access will be retained in its existing form. The bin store will be located within the service yard, with waste collection to be undertaken by a private contractor.

Swept path analysis has been undertaken for a 16.5m articulated lorry. The analysis shows that the refuse vehicle can access, egress and manoeuvre safely around the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

A condition requiring the submission and approval of a Servicing Management Plan has been included to assess the specifics of servicing arrangements.

Waste Management

Whilst the principle of the proposed waste management arrangements and means of collection are acceptable, further details are required in terms of recycling arrangements. An appropriate condition has been included.

Flood Risk/Drainage

The existing developed is served by an infrastructure of existing drains and public sewers. The proposed works will add one toilet and a small amount of surface water only, which will be connected to the existing network.

The Council's Flood Risk Management team have requested that the proposed works incorporate a surface water drainage scheme. An appropriate condition has been included.

Air quality

From an air quality perspective, in comparison to the authorised and previous use of the site, it is not considered that there will be any material impact to air quality.

The application site is located close to significant arterial routes with regular bus and train services. It is envisaged that given the location of the proposed development and the anticipated reduction in the level of vehicular trips and with the inclusion of a Travel Plan, any adverse impacts to air quality as a consequence of operational use is unlikely to be significant.

Whilst it is acknowledged that there will be some localised impact upon air quality during construction, this will be short lived and through appropriate mitigation via the submission and agreement of a Construction Management Plan, any impact upon local air quality can be managed and minimised. This should include mitigation measures in relation to dust suppression, maintaining the site, avoiding the use of idling vehicles, the use of water, the covering of loose material and suitable waste management.

On this basis, it is not believed that the impact to air quality should form a barrier to development.

Construction Management

As referred to above, in order to ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, air quality or the operation of the highway, a condition has been included which requires the submission and approval of a Construction Management Plan. This will need to detail working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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

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

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

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

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

Drawings referenced PL-01, PL-06, PL-07, PL-08 received by the City Council as Local Planning Authority on 19 April 2022, drawings referenced PL-11 and PL-12 received by the City Council as Local Planning Authority on 27 July 2022 and drawing referenced PL-05 received by the City Council as Local Planning Authority on 24 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 Manchester Core Strategy.

3) The development hereby approved shall only be implemented in accordance with the materials detailed on drawing referenced PL-08 , received by the City Council as Local Planning Authority on 19 April 2022.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of development, A BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. Confirmation of the agreement and the agreed measures shall be submitted to approved in writing by the City Council as Local Planning Authority prior to works commencing on site. The development shall only be implemented in accordance with the measures agreed by Network Rail.

Reason - To safeguard adjoining railway land and in the interest of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

5) Prior to the commencement of development, a construction management outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include;

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

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

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

6) The use hereby approved shall not be operational outside the following hours:-

09:00 to 20.00 hrs Monday to Saturday 10.00 to 18.00 hrs Sundays and Bank Holidays;

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

7) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;
No deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

8) Notwithstanding details submitted, prior to the use hereby approved becoming operational, a Servicing Strategy shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The strategy shall include details of the number and frequency of deliveries/collections, vehicle sizes, delivery times, noise management, access and safety arrangements. The agreed Strategy shall be implemented as part of the development and remain in use so long as the approved uses are operational.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) The use hereby approved shall not become operational until the bicycle parking provision as shown on drawings referenced PL-12 and PL-05 received by the City Council as Local Planning Authority on 19 April 2022 and 24 October 2022 is implemented. The bicycle parking shall then be retained and permanently reserved for bicycle parking so long as the use is operational.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

10) Notwithstanding details submitted, the use hereby approved shall not become operational until a scheme for the storage (including segregated waste recycling) and disposal of waste, has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

11) a) Externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

12) No development shall begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after

completion.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy.

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

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

14) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Network Rail
Environmental Health

1328 Oldham Road, Manchester, M40 1EZ
39 Ivy Graham Close, Manchester, M40 3AS
37 Ivy Graham Close, Manchester, M40 3AS
35 Ivy Graham Close, Manchester, M40 3AS
33 Ivy Graham Close, Manchester, M40 3AS
29 Ivy Graham Close, Manchester, M40 3AS
27 Ivy Graham Close, Manchester, M40 3AS
Unit 15B, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Unit 16, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
Vehicle Repair Workshop Rear Of Unit 1, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Units 1 To 3, Enterprise Park, Reliance Street, Manchester, M40 3AL
Unit 1A, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Focus Diy, Reliance Street, Manchester, M40 3EZ
41 Ivy Graham Close, Manchester, M40 3AS
43 Ivy Graham Close, Manchester, M40 3AS
47 Ivy Graham Close, Manchester, M40 3AS
45 Ivy Graham Close, Manchester, M40 3AS
51 Ivy Graham Close, Manchester, M40 3AS
49 Ivy Graham Close, Manchester, M40 3AS
31 Ivy Graham Close, Manchester, M40 3AS
1290 Oldham Road, Manchester, M40 1EZ
Unit 7, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
53 Ivy Graham Close, Manchester, M40 3AX
Flat 9, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 8, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 7, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 6, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 5, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 4, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 3, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 2, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 1, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 24, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 23, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 22, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 21, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 20, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 19, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 18, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 17, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 16, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 15, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 14, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 12, 53 Ivy Graham Close, Manchester, M40 3AX

Flat 11, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 10, 53 Ivy Graham Close, Manchester, M40 3AX
1133 - 1141 Oldham Road, Manchester, M40 2FU
Unit 1B, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
Unit 1, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH