

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134523/FO/2022

Date registered valid: 28 July 2022

Proposal: Erection of a side extension to provide additional storage and ancillary floorspace in association with the existing use (Class B8), together with elevational alterations to the existing building and alterations to the site access to the service yard

Address: H Marcel Guest Ltd, Riverside Works, Collyhurst Road, Manchester, M40 7RU

Ward(s): Central

Applicant: Mr Steve Crossman, HMG Paints Riverside Works, Collyhurst Road, Manchester, M40 7RU

Agent (if any): Mr Aadil Sidat, Fairhursts Design Group. 5th Floor, 31 Dale Street, Manchester, M1 1EY

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

Recommendation: Approve

Date of recommendation: 20 October 2022

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit: 15 August 2022

Standard consultations:

Printed: 5 August 2022 Expired: 26 August 2022

Neighbour notifications

Printed: 5 August 2022 Expired: 26 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 and Surroundings

The application site relates to a large, three storey building fronting Collyhurst Road and forms part of a wider complex of buildings occupied by HMG paints – a paint manufacturer and distributor. To the northern side of the building, which forms the development site, is a large open storage yard housing containers and stacked pallets. This area which largely comprises hardstanding also contains number of small, steel framed buildings and temporary steel shipping containers.



View looking northwards along Collyhurst Rd.

The host building which forms the main storage warehouse incorporates dual pitched roofs with a central valley hidden behind a masonry façade with parapet fronting Collyhurst Road. Grey cladding of a tired appearance encases the remaining elevations.

The front elevation incorporates a series of horizontal windows to the upper floor areas, with a roller shuttered goods access door to the ground floor. The site is partially enclosed by a combination of brick wall and metal fencing.

The site lies opposite a MOT garage and Sand Hills Park which are area situated on the opposite side of Collyhurst Road to the west. Flowing through the site via a culvert and lining the eastern (rear) boundary is the River Irk, beyond which are Eden Boys Academy and Manchester Fort Shopping Centre.

The site is accessed at two points along Collyhurst road. There is an entrance to the main office to the north of the site and a goods access to the south of the site.



View looking south-west from Collyhurst Road

The immediate surroundings comprise a variety of HMG buildings, stores and plant facilities to the north and south. To the west along the River Irk lies several industrial buildings accessible from the south. The surrounding area is relatively sparse in terms of built form.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for a three-storey extension (721 sqm) to the northern side of the existing building, set back from the main three storey element.

The proposed extension is intended to form a new internal storage area to replace an existing open storage area to the side of the building. It is noted that the existing the open storage has active forklift trucks at present across the site moving storage containers and the applicant intend to improve storage efficiency by reducing the forklift travel distance. The proposed extension will allow all existing external storage to be fully enclosed.

It is also proposed that the existing window frames are replaced with aluminium frames and the existing brick façade repointed and cleaned. The grey facade remaining on the northern elevation is proposed to be clad with matching cladding to that proposed for the extension.

Vehicular access to the site would be through the south end access to the site and can be internally accessed through an existing bridge. Further access works are proposed in terms of new gate, one side hinged and the other electric sliding. For larger vehicle access, the entrance is proposed to be widened to the south and is intended to allow a larger and easier area to enter the site from Collyhurst road and therefore improving access into the site, requiring less use of the main road

The application is a resubmission following the withdrawal of a similar application (Ref: 131476/FO/2021) to allow for a redesign and resolution of flood risk issues with the Environment Agency. The proposed extension subject to this application has also been set back much further from the existing building to which the extension is attached.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are advised with respect to construction management and contaminated land. The submitted Phase I and II assessment are acceptable, but the applicant will need to submit a completion report and waste transfer notes. It is further advised that the Environment Agency be consulted due to potential flooding issues given the proximity of the River Irk.

Greater Manchester Police (Design) – It is advised that the application should be accompanied by a Crime Impact Statement.

Highway Services – The following comments are made:

Trip Generation and Junction Capacity

Given that the proposed development is to provide a new facility to fully contain the existing outdoor containers, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Access

The site will be accessed via the southern edge of the site. The existing gate will be updated, and the access widened to allow HGVs to access the site. The gate will be hinged on one side and electric sliding on the other. HGVs will access and egress the site from the access. This will reduce movements on Collyhurst Road. This arrangement is welcomed.

Drawing 7703-FDG-DR-XX-00-A-08010-1 demonstrates that HGV vehicles can access and egress from Collyhurst Road safely and in forward gear. This arrangement is accepted.

Off-site highway works

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Collyhurst Road and will require a crossing licence/agreement, as well as the introduction of a Traffic Regulation Order (TRO).

As part of the S278 agreement a Traffic Regulation Order refreshment around the site will be required. This should include double yellow lines on both sides of Collyhurst Road to prevent car parking that impacts vehicle sight lines or obstructs HGV and vehicle movements.

Parking

The current on-site parking for 50 cars and five LGV's is to be retained and as such, there are no concerns regarding vehicular build up on- street.

Construction Management

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

Flood Risk Management – Conditions are advised with respect to surface water drainage.

Canal and River Trust - The application falls outside the notified area for its application scale. There is therefore no need to be consulted.

Environment Agency – Following negotiations with the applicant, it is confirmed that there is no objection, subject to the inclusion of recommended conditions.

FRA has clarified the proposed yard levels and amended the approach to providing a spillage containment area by having dished levels rather than a bunded area. There are no flood risk related objections to the proposals.

The proposed development must proceed in strict accordance with this FRA and the mitigation measures identified as it will form part of any subsequent planning approval.

Conditions are advised with respect to Piling / Intrusive Foundation Control and if any previously unidentified contamination is detected.

In response to a further amendment to the FRA, it is confirmed that the changes made between Rev 3 and Rev 4 are non-material in nature and therefore does not affect the current EA position of 'no objection subject to condition inclusion detailed as part of EA letter response letter.

It is advised that any subsequent planning approval references requirement for compliance with Rev 4 of the FRA and that a copy of the amendment summary document is included as part of the wider evidence basis for determination.

It is further advised that the development require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the bank of the River Irk and Moston Brook culvert which, is designated a 'main river'. This has been included as an 'informative'.

This development will require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the bank of the River Irk and Moston Brook culvert which, is designated a 'main river'. Some activities are also now excluded or exempt.

A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

The FRA includes a survey of the culverted Moston Brook beneath the site. This identifies defects which the riparian owner should seek to address.

Planning History

018889

Retention of 2 storey office extension and 2 single storey buildings forming printing room and lodge house (previously approved to 31/12/82 under TP 56918). *Approved 27 April 1983.*

018850

Erection of 8000 sq ft workshop (743 m²) 15400 sq ft warehouse (1430 m²) and 10500 sq ft warehouse/ factory (976 m²) With ancillary car parking, loading, landscaping and access. *Approved 27 April 1983.*

Policy

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

- Saved policy DC26 of the UDP
- Policies DM1, SP1, EC1, EC2, EC4, CC1, EN1, EN4, EN8, EN14, EN16-19;
- The Guide to Development in Manchester (SPD);
- National Planning Policy Framework - Sections 4, 6, 7, 11 and 12;
- Northern Gateway Strategic Regeneration Framework (2019);
- The Manchester Green and Blue Infrastructure Strategy (G&BIS);
- National Planning Practice Guidance.

Issues

Principle

The site lies to the northern extents of the Lower Irk Valley, marking the north-western edge of the Northern Gateway Area which recognises that opportunities exist to create a substantial new mixed-use residential and employment area. The Framework show the retention of the existing employment site.

It is considered that the proposed development will lead to visual and economic improvements to an existing employment site, rationalising and consolidating an existing external storage area which presently makes a negative contribution to the street-scene. The proposed development will increase storage efficiency for the existing business and facilitate environmental improvements to the existing, main building and wider site. It is therefore considered that the proposal aligns with the objectives contained within the aforementioned policy and guidance.

Specific planning issues are outlined further below.

Design, Scale and Appearance

The majority of the buildings around the HMG site area generally around 1 or 2 storeys in scale, with the exception of the main HMG building which is 3 storeys and for which the proposed extension seeks to match in terms of height.

Due to the sparseness of neighbouring buildings and as the proposed extension ties in with the existing buildings, the scale is considered appropriate in its context and will assimilate effectively into the wider HMG site. The impact of scale is lessened as the site lies within a

valley and as the extension is set back deep into the site which substantially lessens any visual impact to the street-scene.

In terms of appearance, it is noted that the immediate area comprises a mixture of industrial materials with brick facades to Collyhurst Road. The proposed extension is of simple modular design with a flat roof incorporating two tone grey, ribbed cladding in alternating horizontal rows, sitting above a grey Lingacite concrete block plinth.

The existing building has poor quality grey cladding on 3 sides which shows some ageing. The north facade of the existing building is also intended to be clad with the same material as the proposed extension panels, with the the low level blue structures attached to the existing building also to be replaced with new cladding. This will provide a clean, simple finish which will tie the two structures together, representing an improvement to the appearance of existing northern elevation.



Extract from Design and Access Statement

Alongside the extension the existing windows frames are proposed to be replaced with dark grey aluminium frames and the existing brickwork repointed and cleaned.

The chosen materials are intended to be complimentary to the area and the existing building, with the variations of grey coloured cladding serving to match the existing grey cladding that is on all 3 sides of the existing building and to provide some dimension to the structure to help break up the mass of the elevation.

It is considered that given the immediate context and the industrial nature of the site, the scale, mass and appearance of the extension can be sustained in this location and added to the other proposed improvements to existing building, will serve to uplift the appearance of the site. A condition has also been included which requires a perimeter soft landscaping scheme to help soften the appearance of the site and present improvements to the street-scene.

Residential Amenity

The proposed development is situated within an established employment location with no residential properties within an immediate proximity.

Whilst account should be taken of the Northern Gateway Strategic Regeneration Framework which identifies the emergence of nearby residential neighbourhoods, the Framework also notes that the immediate area is mixed in character and identifies the area around the site for mixed employment and residential led uses.

Notwithstanding this, the existing use is not particularly noise sensitive and by removing external storage and forklift truck movement to internal space, it is anticipated that there would actually be reduction in terms of any impact to the noise environment

As such, it is not considered that there will be any significant impact in terms of noise and disturbance as a consequence of the proposed development.

Impact to the Highway

The existing parking spaces are to be retained and therefore there will be no impact to overall parking provision since there is ample space for the required number of space already on site.

Highways note that given that the proposed development is to provide a new facility to fully contain the existing outdoor containers, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns. Moreover, given the existing access gates is proposed to be widened, HGVs will be able to access the site more effectively, which will limit any impact of vehicle movements on Collyhurst Road.

In terms of the proposed access works, Highways consider these acceptable but advise that works to the highway and new dropped kerbs will require a S.278 agreement. It is also recommended that TROs around the site should be refreshed and should include double yellow lines on both sides of Collyhurst Road to prevent car parking that impacts vehicle sight lines or obstructs HGV and vehicle movement into and out of the site. An appropriate condition has been included.

Flood Risk and Drainage

The application site is located wholly in Flood Zone 3, whereby there is greater than a 1% (1 in 100) chance of flooding from rivers or the sea occurring each year.

It is also significant that there is culvert on site and that the River Irk lies immediately adjacent to rear (western boundary).

The applicant submitted a Flood Risk Assessment and Drainage Strategy to address concerns which were raised during the previous application which ultimately led to its withdrawal until flood risk concerns were resolved.

In response to the submitted Flood Risk Assessment and Drainage Strategy as part of the current application, the Environment Agency placed a holding objection due there being insufficient evidence to demonstrate that associated fluvial flood risk can be appropriately managed so that there would be no adverse risk posed (offsite). Further clarification was sought as to how the applicant would deal with flood plain storage and how the proposed bunding would impact upon anticipated flood flows in a range of flood flow events.

The applicant entered into direct dialogue with the Environment Agency surrounding the design and for the avoidance of flood risk. As can be seen from the consultation responses this has culminated in the removal of the objection following alterations to the design and bunding and following revised Flood Risk Assessment and Drainage Strategy (Rev 4) which identifies necessary measures.

The Environment Agency are now satisfied with the principle of the overall design and the measures detailed with the assessment. This is subject to a number of conditions and advisory

notes that have been attached to this decision. Namely the restriction of piling and if any unidentified contamination is encountered, along with the need for the applicant to obtain a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency. The Council's Flood Risk Management team have also requested conditions requiring further information in relation to surface water drainage management.

With these measures in place, it is anticipated that flood risk can be appropriately mitigated and should not form a barrier to development.

Ground Conditions

The application has been accompanied by Phase 1 and Phase 2 site investigation and remediation reports. Environmental Health are satisfied that provided that identified measures are implemented, the impact to ground conditions is satisfactory. An appropriate condition is attached.

Impact on Climate Change

The proposed development seeks to replace external storage within internal storage. Operational activity levels are anticipated to be the same as existing with no increase in vehicle movements.

Whilst there will be limited air quality impact during construction, this will be temporary and short-lived in duration, with any impact as a result of fugitive dust emissions controlled and by way of a construction management plan required by an attached planning condition. Any impact as a consequence of the proposed extension can be further controlled through energy efficiency measures. A condition has therefore also been attached which requires details of the environment standards to be incorporated.

It is considered that on balance, any impact upon climate change will be limited in impact.

Trees

No trees are proposed to be removed.

Landscaping

A condition has been included which requires a landscaping scheme to be submitted. It is believed there is scope to the green frontage with soft landscaping which will serve to break up the appearance of the building and large amount of cladding.

Ecology

Given the proposal relates to new development and as the site is situated adjacent to the River Irk and nearby wildlife corridor, it is considered appropriate to seek a bio-diversity net gain. A condition has therefore been included which requires the submission and agreement of bio-diversity enhancement measures.

Construction Management

To make sure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management/demolition plan

which details amongst other matters, working practices, working hours, 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

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 7703-FDG-DR-XX-00-A-08000-1/1, 7703-FDG-DR-XX-00-A-08001-1/1, 7703-FDG-DR-XX-00-A-08010-1/1, 7703-FDG-DR-XX-03-A-08005-1/1, 7703-FDG-DR-XX-GF-A-08002-1/1, 7703-FDG-DR-XX-XX-A-08006-1/1, 7703-FDG-DR-XX-XX-A-08007-1/1, 7703-FDG-DR-XX-XX-A-08008-1/1 and 7703-FDG-DR-XX-XX-A-08009-1/1 received by the City Council as Local Planning Authority on 28 July 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) No above ground development that is hereby approved shall commence unless and until samples and specifications of all other materials to be used on all external elevations of the development (including jointing and concealed fixing details), have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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 construction management and demolition management plan 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.

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

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

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

5) The development hereby approved shall only be implemented in accordance with the submitted Phase 1 Preliminary Risk Assessment (Ref: 10/1938/001) dated August 2021 and Phase 2 Site Investigation Report (Ref: 10/1938/001 Rev. 00) dated July 2022 produced by Clancy Consulting and received by the City Council as Local Planning Authority on 28 July 2022.

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

6) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report along with waste transfer notes 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 is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) Prior to first occupation of the extension hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

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

8) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the City Council as Local Planning Authority.

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

- Further assessment of compensatory storage requirements for bund and new extension, highlighting if the 4 rising panel locations will ensure no flood water is displaced;

- Details of additional flood resilient measures, such as building materials used;

- Consideration of alternative SuDS solution (that is either utilising infiltration or attenuation) if practicable;

- 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, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

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

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

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

-Where surface water is connected to Main River, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of proposed flows and/or new connection will suffice;

-Culvert easements to be illustrated on the proposed drainage layout;

-Hydraulic calculation of the proposed drainage system;

-Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 of the Manchester Core Strategy.

9) The extension hereby approved shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

-Verification report providing photographic evidence of construction as per design drawings;

- As built construction drawings if different from design construction drawings;

-Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policy EN14 of the Manchester Core Strategy.

10) The development hereby approved shall only be implemented in strict accordance with the details contained within the submitted Flood Risk Assessment and Drainage Strategy (Ref: CCL-1-21268-FRA-001_Flood_Risk_Assessment Revision 4) and associated Amendment Summary Document produced by the Clancy Consulted and received by the City Council as Local Planning Authority on 5 October 2022.

Reason - In the interest of safeguarding the area from flood risk, pursuant to policy EN14 of the Manchester Core Strategy.

11) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the City Council as Local planning authority,

which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework and pursuant to policies EN17 and EN18 of the Manchester Core Strategy.

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.

12) If during the undertaking of site works, contamination not previously identified is found to be present, then further site works shall be suspended until the extent of contamination has been determined and defined in agreement with the City Council as Local Planning Authority. Written agreement shall then be obtained from the Local Planning Authority to enable onsite works to recommence within the area(s) not affected by the contamination identified. Works shall not recommence with the defined area of contamination until the developer has submitted and obtained written approval from the Local Planning Authority, of a remediation strategy detailing how the identified contamination shall be dealt with. The remediation strategy only be implemented in accordance with agreed details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources at the development site, pursuant to paragraph 174 of the National Planning Policy Framework and policy EN18 of the Manchester Core Strategy.

13) Notwithstanding details submitted, no works to the site boundary shall take place until a plan indicating the position, design, materials and type of boundary treatment/gates to be erected has been submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of highway safety and to ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

14) The extension hereby approved shall not be occupied until details of the security measures to be incorporated into the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

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

- Construction of the proposed vehicular access and dropped kerbs on Collyhurst Road;

- Reinstatement of footway for any redundant vehicular crossovers;

- Traffic Regulation Order refreshment around the site is required. This should include double yellow lines on both sides of Collyhurst Road to prevent car parking that impacts vehicle sight lines or obstructs HGV and vehicle movements.

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

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

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

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

18) For the avoidance of doubt, the extension hereby approved shall not be used for any other purpose other than Class B8 (storage and distribution) of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class B8.

Reason - In the interests of amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Informative

1) This development will require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the bank of the River Irk and Moston Brook culvert which, is designated a 'main river'. Some activities are also now excluded or exempt.

A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

The FRA includes a survey of the culverted Moston Brook beneath the site. This identifies defects which the riparian owner should seek to address.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Canal & River Trust

Workshop Junction Gorton Street, Collyhurst Road, Manchester, M40 7RT

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
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: CENTRAL